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# **THE SCRIP SYSTEM**

**OF THE  
D.C. TRANSIT  
SYSTEM  
WASHINGTON,  
D.C.**

**MASS TRANSPORTATION  
DEMONSTRATION PROJECT  
INT-MTD-15**

**FINAL REPORT**  
**WASHINGTON**  
**METROPOLITAN AREA**  
**TRANSIT COMMISSION**  
**WASHINGTON, D.C.**  
**JUNE, 1970**



THE SCRIP SYSTEM  
of the D.C. Transit System  
Washington, D.C.

Mass Transportation Demonstration Project INT-MTD-15

FINAL REPORT

Washington Metropolitan Area Transit Commission  
Washington, D.C.  
June, 1970

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## FOREWORD

On June 11, 1968, Washington, D.C. became the first city in the United States to put into effect a bus fare system which involved the use of scrip in lieu of cash for change. The test of this system was supported through Mass Transportation Demonstration Project INT-MTD-15.

Directors of the Project were Delmer Ison and R. Gregory Mills. Mr. Ison was on loan on a part-time basis from the Washington Metropolitan Area Transit Authority. He was succeeded by Mr. Mills on August 22, 1968.

## REPORT IN BRIEF

In 1968, the rate of bus robberies in Washington, D.C. was more than twice that of the previous year. The problem reached its climax on May 17, 1968, when six bus robberies occurred within a five hour period and a driver was killed in a seventh attempted robbery.

Since the principal stimulus to these robberies was the \$100 to \$175 in cash that bus drivers were required to carry, the drivers' union urged that a fare system be initiated which would reduce the hazard to the drivers. Extensive negotiations took place among official bodies, the bus company and the drivers' union to work out a plan acceptable to all.

The Washington Metropolitan Area Transit Commission applied for and received a mass transportation demonstration grant to determine the feasibility of using a fare system in which drivers would carry no cash but would issue scrip or redeemable coupons as change to passengers who did not have exact fare available. A major purpose of the project was to test whether use of this system would eliminate robberies of bus drivers. Such a system had never been tried in the United States.

The scrip system was first put into limited use during the nighttime hours for a period of forty-five days beginning June 11, 1968. When this test proved successful, the system was extended to twenty-four hour per day use.

Operation of the plan is simple. Whenever a passenger offers a bill or coins in excess of the amount of the fare, the driver punches both halves of a scrip ticket to indicate the amount of fare and the amount received. He then seals the cash in the scrip envelope and inserts it into a locked box. He hands the passenger the other half of the ticket, which can be redeemed for cash at specified bus company offices.

When use of the scrip system was first proposed, officials of the bus company felt that the plan would slow service and that passengers would resent both the delays and the use of refund coupons in lieu of change. Neither of these problems materialized. Not only did neither the speed nor the quality of service decline, but service was actually speeded because the drivers no longer were required to make change. Although some passengers expressed annoyance at the necessity of redeeming coupons at the transit offices, the level of public cooperation and acceptance was high. The vast majority of passengers accommodated themselves to the use of exact fare with minimal complaint.

Much of this high level of acceptance appeared to be due to two factors: the desire of the public for a reduction in the robbery and assault rates, and the informative coverage given the changeover to the scrip system by the news media. Explicit information about the way the system worked was provided through the newspapers, radio and television and via flyers available on the buses, so that confusion was kept to a minimum. Particular stress was laid on the concept that scrip should be used only as a "last resort" and that use of exact fare would be both speedier and more convenient for the passengers. By the time the project ended, demand for scrip had dropped sharply and the vast majority of bus riders were paying their fares in exact cash amounts.

Patterns of token use also changed during the project. Since tokens were no longer sold on buses after the scrip system was put into use, a network of distribution centers was established throughout Washington in banks, retail establishments and food stores. Initially, demand for tokens was so high that it was difficult to keep the outlets supplied. Later, when the 2¢ price differential between tokens and cash fare was eliminated in December, 1968, demand for tokens decreased.

In terms of the goals of the project, the most important question was whether the use of the scrip system had been successful in reducing assaults and robberies of drivers. Unquestionably, it did so. Only four robberies directly related to the transit system occurred between the time the initial test of the scrip plan began and the end of the project five months later. Losses were minimal, and no drivers or other bus company employees were injured. The WMATC staff therefore recommended that use of the scrip system be continued after the close of the project in October, 1968. It has continued to function effectively since that time.



## PURPOSES AND STRUCTURE OF THE PROJECT

On June 4, 1968, Mass Transportation Demonstration project INT-MTD-15 was approved by the U. S. Department of Housing and Urban Development. Later, administration of this grant was transferred to the Urban Mass Transportation Administration of the Department of Transportation. The Washington Metropolitan Area Transit Commission was the recipient of the grant. This project was carried out with the cooperation of the D.C. Transit System, Inc., the principal transit operator in the area.

The purposes of the project were:

- to determine the feasibility of issuing scrip or redemption coupons to bus passengers as change in lieu of cash
- to test whether this modified fare system would eliminate robberies of bus drivers
- to study what effects the system would have on carrier operations
- to discover whether the system would be accepted by the public

According to the American Transit Association, a fare system using redemption coupons for change had never been tried in the United States. Many cities were facing problems similar to those in Washington, where the rate of bus robberies had more than doubled since the previous year. The results of the test, therefore, would have broad applicability and, if successful, could be adopted by other transit systems within a matter of days.

The urgent need to reduce the amount of cash carried by bus drivers was abundantly apparent. In many cities, bus robberies had reached such proportion and had been accompanied by so much violence that work stoppages were threatened.

In Washington, as in most cities, bus service operated on a cash basis. The driver carried a "bank" or "trap" containing tokens for sale and coins to make change for passengers who boarded the vehicle without the exact fare in hand. The size of the trap varied but was usually large enough to be attractive to petty but often vicious thieves. Many Washington drivers were required to carry as much as \$100 in cash, and some nighttime drivers carried as much as \$175.

The project encompassed five major stages:

- testing use of the scrip system during the nighttime hours for approximately 45 days, beginning June 11, 1968
- evaluating the success of this experiment and the feasibility of extending the system to 24 hour per day use
- testing use of the system on a 24 hour per day basis if the initial test was successful
- evaluating the system in terms of its effectiveness in diminishing bus robberies, the level of public acceptance, and its effects on carrier operations; and recommending that the system be abandoned, modified, or continued
- analyzing and reporting the findings of the study

The methodology of the project was informal. It consisted, initially, of marshalling internal and public support of the scrip system through clearly worded information releases to the drivers and the riding public and putting the system into operation. Modifications in the system were made as the need for them became apparent, for example, in the way tokens were distributed and the form of scrip used.

Evaluation consisted of analysis of the incidence of bus robberies; the effects on carrier operation as indicated by bus ridership, speed of service and similar factors; and the reactions of the public. The ultimate criterion for evaluation was simply: does the system work? The answer was affirmative. On recommendation of the staff of WMATC, the commission decided to continue use of the scrip system in Washington after the project ended in October 1968.

It must be clearly understood that this report deals with a scrip system as differentiated from an exact fare system. The latter system requires patrons to have the exact fare, whereas the scrip system permits change to be made in the form of a redeemable ticket.

## BACKGROUND OF THE PROJECT

The decision to institute a scrip bus fare system in Washington, D.C. was hastened by events in the early morning hours of May 17, 1968. At 1:20 a.m., D.C. Transit Company bus driver John Earl Talley was nearing the end of his run when he stopped to pick up four passengers. One of them shot him. Talley died seven hours later. Four suspects were arrested, each of them 17 years old. The killers, according to the police, were unsuccessful in getting any cash.

Six other bus robberies occurred that same night during the five hour period between 10:17 p.m. and 3:00 a.m. With 1968 only a little more than a third completed, Washington had had 233 bus holdups, compared with 327 for all of 1967.

Within a matter of hours, representatives of official bodies, the bus company, and the drivers' union were working to design and implement plans to increase personal safety in Washington and, specifically, to decrease the hazards faced by bus drivers. In a little more than two weeks a proposal for a federally supported project to test the feasibility of issuing change in the form of scrip rather than cash had been developed, submitted and approved. By June 11, less than a month after Talley's murder, the first phase of the new system was in operation.

The unprecedented speed of development and implementation of this plan was not easily achieved. During the course of these few weeks, Washington faced the possibility of total paralysis of its mass transportation facilities and the disastrous effects this would have had upon the economy of the city and the personal income level of its citizens.

Immediately after Talley's murder, the drivers' union, National Capital Local 689, Amalgamated Transit Union, instructed its members not to accept the changemaking banks supplied by the bus company as they began nighttime runs. When D.C. Transit refused to let the buses go out without cash, nighttime bus service dropped to about 25% of its normal level and, on May 20th, stopped entirely.

When it became apparent that negotiations between the bus company and the union were about to reach an impasse which would seriously threaten the continuity of essential bus service, George A. Avery, Chairman of the Washington Metropolitan Area Transit Commission, and Solomon Liss, then Vice-Chairman of the Commission, undertook discussion with both the company and the union. A temporary compromise was proposed. The Commission directed that, commencing May 22, drivers would not be required to change any bill larger than one dollar after 7 p.m. This would permit substantial reductions in the amount of cash each driver needed to carry. This order was rejected by the union as affording insufficient protection, and nighttime bus service remained at a standstill.

On May 23, in a supplement to its order, the Transit Commission spelled out further avenues to be investigated and indicated that drivers would not be required to sell tokens on buses after 7 p.m. On the same day, Mayor Walter E. Washington announced that he had asked the Rt. Rev. Msgr. George Higgins, who was widely known for his work in labor relations, to serve as an informal mediator. That night, an estimated 1,600 to 1,700 members of the union met to decide whether to extend their refusal to carry cash to daytime as well as nighttime bus service. Heeding the plea of John M. Elliott, international president of the union, not to take an action that would paralyze the city, the drivers voted to continue day-time service for ten days to give negotiators additional time to develop a plan that would give the drivers more protection.

On Saturday, May 25, staff of the WMATC met with representatives of D.C. Transit to discuss a new method of collecting fares on nighttime bus runs which would completely eliminate the need for drivers to carry cash. The staff proposal, in essence, was the use of scrip in lieu of cash for change. The exact method will be described in a later section of the report. The bus company offered an alternative proposal which would reduce the amount of cash to be carried by nighttime drivers to \$10. A public hearing on potential use of the scrip system was scheduled for May 30.

The May 30 hearing, which started at 2 p.m. on the holiday, ran past midnight. Several important developments occurred:

- D.C. Transit, Inc. announced its intention to ask for a fare increase and requested a three week delay of the hearing to give the company additional preparation time
- William B. Hurd, Deputy and acting director of the Urban Transportation Administration of the Department of Housing and Urban Development indicated his agency would underwrite the cost of an experimental nighttime use of scrip
- Joe E. Moody, Deputy administrator of the General Services Administration, offered aid in setting up token sales centers in federal buildings, thus diminishing the need for drivers to carry cash or tokens aboard buses
- Spokesmen for several civic groups in areas of Washington hardest hit by the curtailment of service supported the scrip proposal and promised cooperation of their members in making the plan a success

One of the principal points of controversy was the insistence of the bus company that the drivers must continue to carry some cash on nighttime runs. At the hearing, international union president John Elliott presented a statement on behalf of Local 689 which reflected the intensity of the drivers' feelings on this point. "A driver who has been shot in a robbery involving \$10 is no less dead than one

who has been robbed of \$175," he said. "Anyone who has followed the pattern of armed robberies in this community must recognize that there is no correlation between the amount of money at stake and the vulnerability of the possessor of the money to attack."

On June 1, WMATC summarized the problem, the various solutions proposed, and the stand taken by the bus company. Recognizing that crime control was a key issue, the Transit Commission affirmed its support of the company's requests for additional police protection and a federal grant for installation of two-way radios. It evaluated the company's objections to the use of scrip, which centered around inconvenience to the riding public, expense to the company, and technical problems involved in converting to the new system. The Commission found none of these objections of sufficient weight to cause rejection of the scrip plan. It cited evidences of widespread public support of the plan, pointed out that the expense to the company would not be a factor in view of the agreement of HUD to underwrite 100% of the administrative costs of the experiment, and indicated that the technical problems cited could be solved with relative ease.

The Commission therefore ordered:

- that the use of scrip be tested experimentally between the hours of 8 p.m. and 4 a.m. beginning not more than ten days from the date of the order
- that D.C. Transit submit a report on the design of the scrip ticket and the mechanics of redemption at least three days before use of the system was initiated
- that the Commission staff report to the Commission on the effectiveness and workability of the system not more than 30 days after the beginning of the test
- that a 24 hour-a-day test of the scrip be initiated within 15 days after the staff report unless the report demonstrated reasons that this should not be done
- that the application for the HUD grant be prepared by Commission staff
- that D.C. Transit set up a network of distribution centers for the sale of bus tokens
- that between the hours of 8 p.m. and 4 a.m., drivers not be required to sell tokens or to change any bill larger than \$1

The D.C. Transit company officials had the option of accepting this order or asking the U.S. Court of Appeals for an injunction to block it. They chose to accept it.

On June 3, at a meeting attended by a little more than a fourth of its 3,000 members, Local 689 voted 580 to 270 to accept the scrip plan. They voted 333 to 205 to resume nighttime bus operation and agreed to carry a maximum of \$10 cash until the scrip plan became operative. These actions erased the threat of further shutdown of bus service, but it was a victory not easily won. Many of the drivers reiterated their opinion that they would still be vulnerable to robbery. A note of hope prevailed, however, George Apperson, president of the local union, predicted that the scrip proposal foreshadowed a "transformation of the transit system across the country".

On June 4, nighttime bus service was resumed without incident.

On June 4, the Department of Housing and Urban Development announced approval of a grant in the amount of \$86,700 to cover 100% of the direct costs of a five month project to test the use of scrip in Washington.

On June 10 and 11, Washington's newspapers described the scrip system in detail and urged the cooperation of the riding public.

On June 11, 1968, drivers, company officers, and officials of WMATC joined in asking the public to make the experiment work by carrying exact fare whenever possible. They underscored an earlier statement by Mayor Washington that scrip should be requested as a "last resort". At 8 p.m., the nighttime test of the scrip plan began.



## HOW THE SCRIP PLAN WORKS

The most obvious deterrent to bus robbery is for drivers to carry no cash. This concept has one serious flaw. It requires every passenger to have exact change or tokens for his fare before he boards the bus. This raises some problems. Not every passenger has time to secure change before starting his journey. Also, many passengers start their trips from areas where no change or tokens are available.

The operator is then faced with two undesirable alternatives: to allow the passenger to ride free or to refuse him admission to the bus. The first alternative is illegal under laws in the Washington area and most other areas of the United States. The second alternative, refusing to admit the passenger to the bus, does not fulfill the company's public service obligation. In addition, it would result in the prospective passenger being left stranded at the bus stop.

Consequently, two needs are apparent:

- some form of change must be available to the small percentage of passengers unable to present exact fare in cash or tokens
- tokens must be readily available to patrons at off-bus locations

### Issuing Scrip

The scrip system initiated in Washington under the federal demonstration project grant works as follows:

A passenger boards a bus and offers the driver a bill or coins in excess of the amount of his local or interline fare. The driver detaches a scrip ticket from his pad of numbered coupons, folds it in half, punches out the amount received and the amount of the fare. The punches on the two halves of the ticket are identical as a result of the folding. The driver then puts the cash and one half of the scrip ticket labelled "fare coupon" into a small self-sealing envelope and inserts it into a securely locked box which cannot be opened by the driver. He hands the passenger the other half of the ticket, labelled "redemption coupon". The passenger can redeem this coupon within one year from the date of receipt at any of six bus company offices listed on the back.

Precautions against misuse or theft are built into the system. At the time the system was put into effect, written instructions were issued to the drivers

outlining in detail how they were to handle the scrip. When a pad of coupons is issued to an operator, he records the serial number of the first one on his manifest. At the completion of his work day, he records on his manifest the serial number of the first unissued scrip remaining on the pad and also enters the total number of scrips issued during his run.

If an operator punches an erroneous amount, he does not attempt to correct the particular scrip; instead, he uses the next coupon on the pad and retains both halves of the improperly punched scrip until time of turn-in. He enters the serial numbers of any improperly punched scrip on his manifest with a brief explanation and adjusts the total number of scrip issued to eliminate those not actually given to customers.

The driver reports any thefts or suspected thefts of scrip immediately to the Central Dispatcher's office, indicating the serial number of the missing tickets, and files a written report at the completion of his day's work. When a bus patron presents scrip for redemption at any of the offices of D.C. Transit, the serial number of each coupon is checked against a list of tickets known to have been stolen before refund is issued.

The pads of scrip are printed on counterfeit-proof paper similar to that used for checks. Two forms were used during the course of the experiment in Washington. Initially, scrip and envelope were separate. This proved unnecessarily cumbersome, so the scrip was redesigned to print the part retained by the driver directly on the envelope into which he inserts the cash. The original scrip ticket and the later combination envelope are shown in Figure 1.

During the nighttime test, small metal equipment boxes already on the buses were used as depositories for the scrip. It was assumed that larger metal boxes would have to be purchased and welded to the fareboxes to accommodate the increased number of scrip envelopes if use of the system were extended to full time. However, modifications of the fareboxes already in use proved possible. A slot was cut in the top of each box through which the scrip envelopes are inserted. The fare boxes are emptied at the office of the treasurer.

### Making Tokens Available

On May 23, 1968, in order to reduce the amount of cash carried by drivers, the Transit Commission ordered that no tokens were to be sold on buses after 7 p.m. Since tokens allowed a two-cent discount on the 27¢ cash fare at that time, almost two-thirds of D.C. Transit's riders used tokens. This necessitated establishing many new outlets for token distribution in addition to the six D.C. Transit offices. At these outlets, bus patrons could buy tokens at the rate of four for a dollar. These outlets and their use during the project are described in a later section of the report.

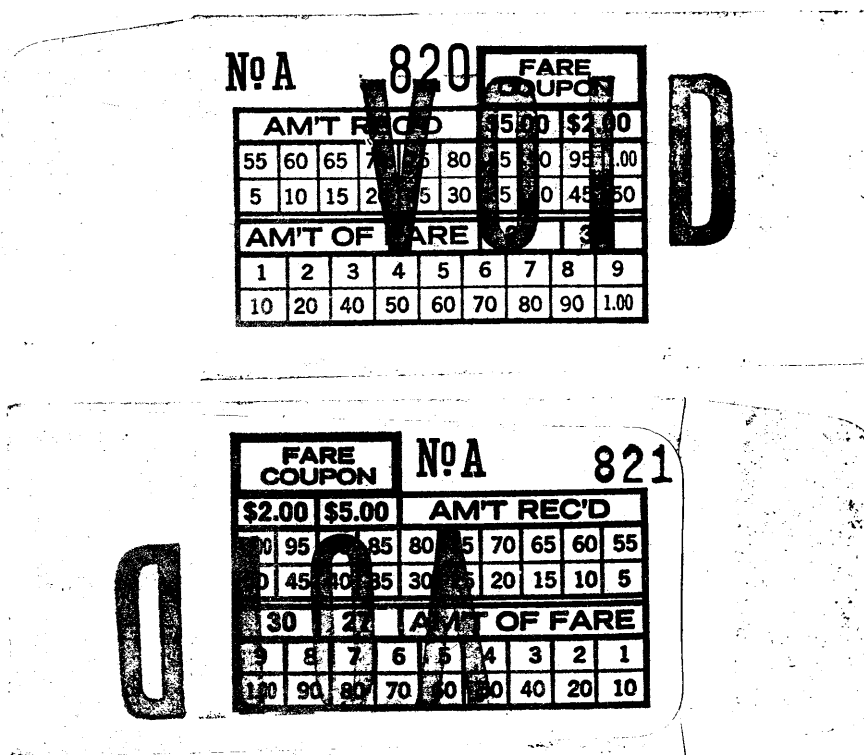
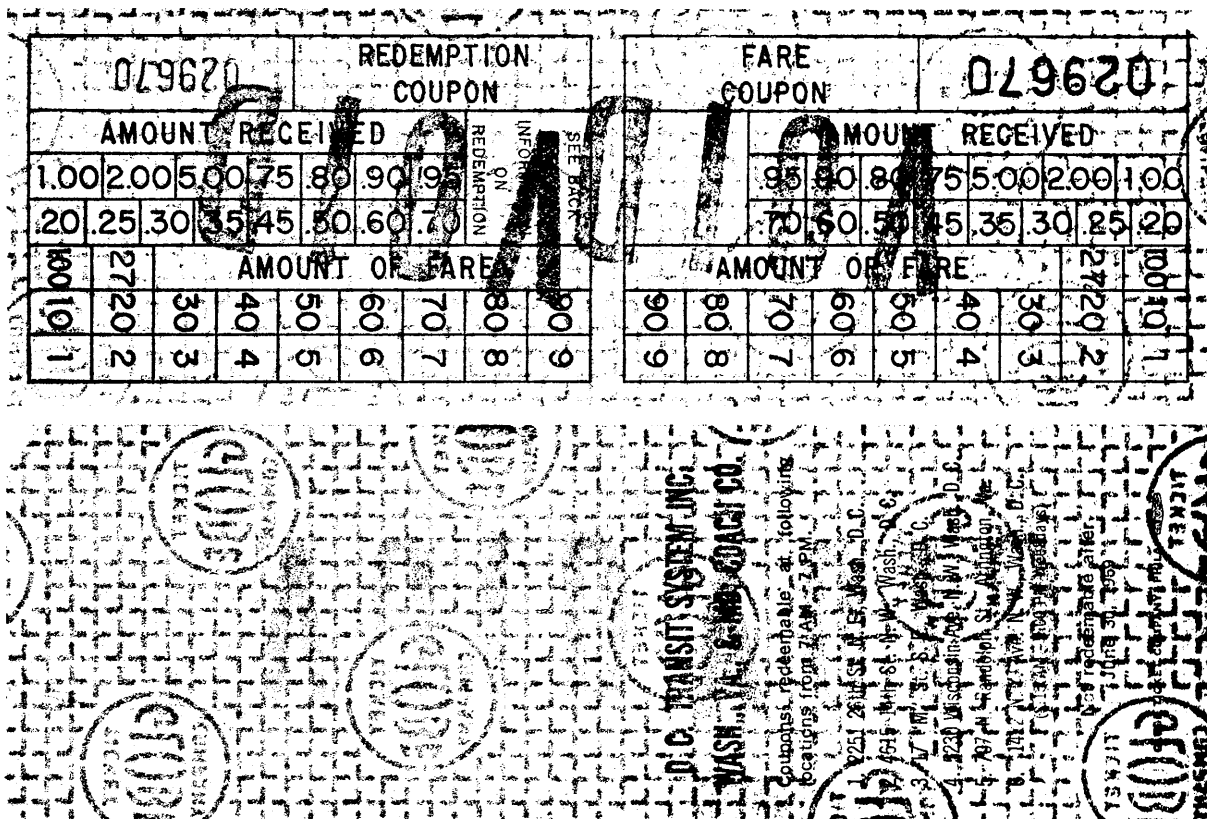


FIGURE 1 The original scrip ticket and later ticket and envelope

## THE SCRIP PLAN IN ACTION

In its Order #822, dated June 1, 1968, WMATC directed D.C. Transit, Inc., to initiate within ten days use of the scrip system between the hours of 8 p.m. and 4 a.m. The system was to remain in effect for at least 60 days, unless otherwise ordered. The staff of the Commission was to undertake a continuing study of the effectiveness and workability of the system and render a written report not more than 30 days after the system went into effect. Simultaneously, D.C. Transit was to establish "numerous and widespread locations" for the sale of tokens in order to eliminate the need for them to be sold on buses. Within 15 days after receipt of the staff report, unless reasons to the contrary had been demonstrated, the use of the scrip system was to be extended to a 24 hour-a-day basis.

The federal demonstration grant approved by the Department of Housing and Urban Development on June 4 also provided for an initial testing period of 60 days with the option that the grant be extended for an additional 90 days if it was decided that the test of the scrip system should be conducted on a round-the-clock basis. On July 1, because of realignment of certain administrative structures and responsibilities, this grant was transferred to the Department of Transportation. On August 4, that Department extended the grant to cover the 24 hour-a-day test of the scrip system.

Extensive public information efforts were considered an important factor in putting the scrip plan into action. In addition, reciprocal contacts were established with other cities. Members of the WMATC staff sought detailed information about systems in process of development in other parts of the country and provided, in turn, informal reports on new developments in the Washington experiment. Each of these phases of the project is summarized below.

### Nighttime Use

When the use of the scrip system was initially proposed to D.C. Transit, Inc., officials of the company expressed strong doubt that it would work. They felt that handling of the tickets would be so time consuming as to delay service, that additional personnel would be required to handle the accounting and administrative work involved, that passengers would not accept the system and that they would resent the use of refund tickets. These fears were not substantiated by the tests of the scrip system.

The use of scrip during the nighttime hours began June 11, 1968. As indicated earlier, a major objective of the project was to encourage bus riders to pay exact fares in cash or tokens and to receive change in scrip only as a "last

resort." Redemption of scrip was purposely kept somewhat inconvenient. To redeem scrip, the rider must present it in person at any one of five D.C. Transit offices in Washington or one subsidiary company office in Virginia within one year of the date of issue. It cannot be redeemed by mail.

In spite of this inconvenience, the level of acceptance of this plan was surprisingly high. The vast majority of riders switched to the use of exact fares. At this time, passenger volume between 8 p.m. and 4 a.m. was about 25,000 on weekdays and Saturdays and 15,000 on Sundays. During the first 27 days the plan was in effect, only 6,505 pieces of scrip were issued—an average of about 240 pieces per night. The high was 392 on June 14, three days after the experiment began. During the succeeding weeks, scrip utilization went down to a low of 138 on July 2. Thus, during the test period, scrip was issued to less than 1% of the bus riders. The most frequent use of scrip was to change dollar bills given in payment of the 27¢ fare.

The gross value of the scrip issued during the period between June 11 and July 7 was \$6,600.78. Of this amount, \$2,562.13 represented fares and the remaining \$4,038.65 refunds due the bus patrons. Only 1,298 or 20% of the coupons issued were brought in for redemption. Refunds totalled only \$942.76, leaving an unredeemed balance of \$3,095.89. However, no complaints about the scrip system were received either by the bus company or the Transit Commission during this period.

In its formal report to the Commission on July 11, 1968, the WMATC staff indicated that the scrip system had proven to be workable and effective. There was no evidence that service had been slowed or traffic delayed. The incidence of robberies had been noticeably reduced. During the 12 months ended April 30, 1968, some 479 robberies of bus drivers had been committed. During the first month the new fare collection system was in use, there was not a single robbery attempt.

However, extending the system to a 24 hour basis would involve more than extrapolation of the experience of the first 27 days. Nighttime use affected about 25,000 trips per evening; full time use would affect over 400,000 trips per working weekday. Under the nighttime experiment, tokens remained available for purchase on the buses 16 hours out of every 24. Under the fulltime system, this massive availability would disappear, making the need for a vast expansion of off-bus token outlets imperative. Only tokens would have to be sold, as a system had by this time been worked out to tie in the purchase of interline tickets<sup>1</sup> for commuters with the scrip system.

There was no way to forecast what percentage of riders would require issuance of scrip if the exact fare plan were extended around-the-clock. If the 1%

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<sup>1</sup> Interline tickets permit transfers between D.C. Transit and other bus companies at special fares.

figure experienced during the nighttime test were to prevail, daily issuance of scrip would escalate from 240 pieces to more than 4,000, which would require establishment of additional redemption centers.

The test had not made large additions of personnel necessary, because cashiers formerly employed to account for change funds of each operator could be reassigned to process scrip envelopes. The operation had already been computerized, so the increase in scrip volume could be easily accommodated on the computer equipment.

Stressing the importance of public acceptance of the system if it was to work on a full time basis, the Commission urged that an extensive promotion program be mounted well in advance of the change.

Having reviewed the staff report, the Transit Commission concluded in its order 822A of July 18 that the scrip plan had been a complete success during the evening hours but that two conditions needed to be met before the system was tried on a round-the-clock basis:

- increasing the number of off-bus token outlets from 126 to at least 300
- conducting intense promotional activities for a week or two prior to the beginning of the 24 hour-a-day test

On July 25, having been notified that additional token outlets had been established, the Commission issued order #843 directing that the publicity program be activated and that the use of scrip on a full time basis be begun on August 4.

#### Distribution of Tokens

The Commission had instructed that 300 off-bus token outlets should be established before the use of scrip was put into effect on a full time basis. Appeals were made by the Mayor and other officials for businesses and other locations to help meet this immediate need and eventually increase the number of outlets to 600. At this time, 1,200,000 tokens per week were already being sold through outlets in the community.

The response from the public and private sectors of the community was supportive. Both federal and local public agencies cooperated to make tokens available in government buildings, health clinics, welfare agencies, libraries and motor vehicle inspection stations. A number of major banking chains participated in the distribution plan. Among retail establishments, most major department stores participated, as did many shoe stores, drug stores, building and supply companies, jewelers, radio and TV dealers, camera shops, liquor stores, and variety stores. A few restaurants and a number of delicatessens agreed to sell



tokens, as did two major food store chains. The Metropolitan Washington Board of Trade and the D.C. Chamber of Commerce were instrumental in securing the participation of many businesses.

During the week following initiation of the 24 hour exact fare plan, demand for tokens was so great that outlets could not be kept supplied with tokens. Initially, D.C. Transit contracted with Brinks, Inc. to deliver the tokens, but service could not be given with the necessary speed. The Transit Company then attempted to have operators and other off duty employees handle deliveries, but their Union refused to permit this because of the hazards involved. Eventually, deliveries were handled by retired company employees.

One major supermarket chain found that the sale of tokens caused "a continual problem of accountability" in its stores and withdrew its participation after a few weeks. A number of other distributors dropped out because of the difficulties of keeping token money separate from their own accounts, the time consumed in selling tokens, and fear for the safety of employees. Some distributors reacted uneasily to a telephone survey conducted by a staff member of the Transit Commission. In an effort to determine how well the system was working, this official called 28 of the distributors, inquiring whether they were having any difficulty obtaining deliveries and what amounts of tokens were currently on hand. Two of those called immediately telephoned D.C. Transit to pick up all tokens because they were convinced someone was "casing" their establishment as a prelude to robbery.

Staff members in most branches of the D.C. Public Library became deeply concerned over the sale of tokens for the following reasons:

- this advertised to potential thieves that libraries now had enough money to be worth robbing
- most library employees are women, and often only one or two are on duty in a large library
- libraries have no place to keep money except the library fine drawer, and mixing the monies caused confusion and bookkeeping problems
- the sale of tokens took time from the regular duties of the employees
- public employees were being asked to perform dangerous duties for a private company without extra compensation and without insurance or police protection
- library employees were subjected to angry outbursts from citizens when the supply of tokens became exhausted
- library patrons, learning that tokens were being sold, became fearful for their own safety and that of their children

For all of these reasons, the D.C. Public Library withdrew from its agreement to distribute tokens through its branches.

Occasionally monetary complications arose. All tokens were distributed to outlets on a consignment basis. One particularly "cooperative" consignee was supplied with several thousand dollars worth of tokens, but neither paid D.C. Transit for them nor returned the tokens. In another instance, questions rose over liability for tokens stolen in a robbery of a supermarket. D.C. Transit requested reimbursement for the missing tokens, but the store felt it should not be held responsible for items held on consignment.

Tokens were provided through these outlets as a convenience for riders who preferred to use the 25¢ tokens rather than pay the 27¢ exact cash fares. However, the balance between token use and cash fares shifted from two-thirds of the riders using tokens to about half using tokens after the sale of tokens on buses was halted. When the fare was raised to 30¢ and the price differential between tokens and cash fares was abolished in December, 1968, the demand for tokens diminished still further. The Retail Bureau of the Metropolitan Washington Board of Trade indicated that most retail merchants would cease to sell tokens after April 1, 1969, although they expressed willingness to continue to provide exact change for bus passengers.

#### Round-the-Clock Use of Scrip

On August 4, 1968, the use of the exact fare system was extended to a 24 hour-a-day basis. The number of bus trips involved jumped from about 25,000 per evening to about 400,000 per 24 hour period. The percentage of bus patrons receiving scrip dropped sharply. During the first week of the 24 hour system, only 10,217 pieces of scrip were issued. This represented approximately .04% of the weekly one-way rides. During the second week, only 3,618 pieces of scrip were issued, or .02% of the weekly rides. By the time the project ended in October, 1968, fewer than 2,000 pieces of scrip were being issued per week, representing less than .01% of the rides. The overwhelming majority of bus riders were by this time paying their fares in exact cash or tokens.

The redemption rate continued to be low with only about 40% of the coupons being redeemed. At the close of the project, D.C. Transit was accruing a redemption liability for scrip of approximately \$1,000 per week. This indicated that some of the people who had not yet adapted their habits to the use of exact fare were still not taking the trouble to redeem their scrip. No specific measures were taken to correct this situation, as few complaints were received and it was assumed that 1) patrons holding sizeable amounts of scrip would redeem them before the expiration date, and 2) the percentage of riders requiring scrip would decrease still further as the public became fully accustomed to presenting exact fares only.

Reviewing this situation, the WMATC felt that the only segment of the public for whom the scrip redemption system might constitute an inconvenience of any magnitude was the tourist population. For out of town visitors, the amount of refund due would not be worth the time, effort and expense involved in going to a redemption center.

The redemption "windfall" was considered by D.C. Transit to be a temporary phenomenon, and the Transit Commission explained that monies accruing to the bus company as a result of this backlog of unredeemed scrip are considered regular operating revenue in calculating net operating income of the company.

### Public Information Efforts

From the beginning, it was recognized that the single most important factor in the successful use of the scrip system was public acceptance. Extensive efforts were therefore made to interpret to the public the purposes of the system and how it works. Signs (shown in Figure 2) were mounted on the side and rear of buses urging riders to have exact fare ready. Five hundred thousand flyers explaining the system (shown in Figure 3) were printed for distribution on the buses. When the plan went into full time use, fareboxes were clearly marked "Exact Fare Only" and signs were placed near the driver's seat indicating that the operator carried no money and did not make change or sell tokens.

D . C. Transit placed ads explaining the scrip system, the location of token distribution centers and other pertinent information in the major daily newspapers of Washington. After the first week of scrip use, Local 689 of the Amalgamated Transit Union expressed its appreciation through a large newspaper ad for the way the public had supported the experiment.

In addition to regular newscasts about developments in the new system, radio and television stations carried spot announcements and editorials. One such editorial carried by WTOP radio and TV a few days before the system went into full time use was typical of the supportive attitude of the media. "The coupons will enrage a few and bother many more, " the editorial said, "but...there have been no bus robberies since the nighttime program was inaugurated several weeks ago. Some loss of convenience in exchange for a higher degree of safety for drivers seems to be another of the regrettable prices exacted by the circumstances of urban life today. With a little patience, patrons of bus routes can make the best of an undesirable situation."

The newspapers were equally constructive in their comments. News stories were moderate in tone and editorials urged the public to accept the change calmly and cooperatively. On May 23, six days after Talley's murder, the Washington Post said, in part, "The soundest solution for now, and for the long haul, is also the simplest; remove the bait by removing the necessity for drivers to carry large



FIGURE 2 Signs attached to outside of bus



FIGURE 3 Posters, signs and stickers used to promote scrip use

bundles of change. This is what the drivers are demanding and it is not too high a price to pay for continuing night service. The Commission insists, properly, that the bus company maintain night service despite losses to the company for those runs. It remains for the nighttime bus riders to make some sacrifice, too. All that need be asked of them is that they carry exact change or tokens so that drivers are not obliged to carry any loose cash at all."

The following day, the Evening Star praised the bus drivers for their "commendable restraint" in averting a disastrous paralysis of transit service in the Nation's Capital, and pointed out the minimal nature of the inconvenience to riders. "As far as the public is concerned," the editorial said, "the exact change proposal is hardly a radical concept. Those thousands of Washingtonians who use pay telephones every day either have exact change on hand before they enter phone booths or they don't make their calls. The same requirement applies, of course, to thousands of motorists every day who drop coins in parking meters."

When nighttime use of scrip was about to begin, the newspapers presented clear explanations of the way the system works under headlines like "Bus Riders' Help Asked as Scrip is Introduced" and "Bus Scrip Starts with Plea to Public". Illustrations of the scrip tickets were included so that the riders could familiarize themselves in advance with their use.

On August 4, when the scrip system went into fulltime use, the newspapers commented on the "remarkable success" of the nighttime test and urged continued cooperation of the public. "Undoubtedly," a Post editorial said, "the elimination of change on board the buses will work a hardship on a good many riders before they adjust to it. It will be bothersome to seek out the proper change or to buy tokens in a store or bank and to carry a piece of paper around to a transit office in order to get a refund. But this is a small inconvenience for passengers to have to face in order to reduce still further the likelihood of robberies." When the first crucial day of use was past, the papers headlined their stories "Scrip Passes Rush-Hour Test".

### Exact Fare Systems In Other Cities

Washington was not alone in its transit problems. Many cities were deeply concerned over rising rates of assaults and robberies of their bus and trolley drivers. Early in 1968, several were exploring the possibilities of exact fare systems, but like Washington, some of them waited a little too long.

On June 1, 1968, two weeks after John Earl Talley was slain in Washington, Charles A. Snyder, a Baltimore bus driver and father of six was shot to death in the course of a robbery. His assailants were four boys ranging in age from 13 to 17. This was the sixth bus robbery in Baltimore in three days. By June 13, two days after Washington's scrip system had begun, Baltimore put its exact fare system into effect. Beset by similar problems, Oakland, California followed suit on July 14.



Early in July, officials of Pittsburgh's Port Authority consulted with WMATC about Washington's exact fare system and set a target date of July 28 for the beginning of a similar system in their own city. But at 4 a.m. on July 16, trolley operator William Miller was shot to death as he parked his car to report in for work. The target date was moved forward, and Pittsburgh began its exact fare system on July 23.

Syracuse, New York, began use of an exact fare system in August, 1968. San Francisco, Cleveland, Philadelphia and Cincinnati all initiated similar action in September, and it seemed probable that most major cities in the country would soon adopt some variation of the exact fare plan. Several of the cities faced similar problems to the ones Washington had had, with massive shutdowns of service narrowly averted. Most of them also discovered as had Washington, that the systems went into operation far more smoothly than they had anticipated. As the Port Authority of Allegheny County reported of the Pittsburgh experience, "The general public has responded in an almost unbelievably positive manner." This was, they said, due in large measure to the "outstanding cooperation of the news media".

Six weeks after Oakland's exact fare system went into effect, the Alameda-Contra Costa Transit District reported that its plan had been highly successful. Revenues had increased and there had been no robberies since the plan was initiated. The Transit-Times, published by the Transit District, attributed much of the success of the plan to the cooperation of the news media. "Television and radio stations carried daily announcements as a public service," this publication reported in its September issue. "Newspapers used numerous articles and photographs and carried editorials, lauding the District's efforts to protect drivers and passengers. The result was apparent as the plan went into operation. Passengers rode as usual, but with fares ready. They spoke knowingly and approvingly of the plan. There were few complaints." This was, as already indicated, similar to Washington's experience as the scrip system swung into use.

Although plans in different cities vary in some details, all work on the same basic principle of requiring bus riders to present exact fares whenever possible to relieve drivers of the necessity of carrying cash. This is, of course, the principal key in the reduction of robbery attempts.

## EFFECTIVENESS OF THE SCRIP SYSTEM

As noted earlier, this project could be judged only by such indicators as whether changes had taken place in the rate of crimes against bus drivers, and whether any major problems of implementation had developed. Public acceptance could be judged in some measure by verbal and written comments received by the bus company and the Transit Commission, but the more important evaluative criterion was whether people did, in fact, use the system with relative ease. This could be judged better by overall impressions than by statistics on ridership because of other coincidental factors which caused changes in the level of bus usage.

### Reduction of Robberies

In terms of the goals of the project, the most important questions was whether the use of the scrip system had been successful in reducing assaults and robberies of bus drivers. Unquestionably, it had done this. (See Figure 4.) After May 17 when Talley was murdered and six other buses were held up, there was not a single robbery until July 29. On that date, a driver was accosted in broad daylight by two armed men as he waited on a street corner for transportation to a D.C. Transit office to turn in his receipts. He was forced to enter an apartment building, where he was relieved of his cash box. Since the scrip system, at this time, was in effect only during the nighttime hours, the box contained \$44. The gunmen fled, overlooking nearly \$100 the driver carried in his pocket. The driver was unharmed.

After the scrip system went into full time use, two thefts of scrip tickets occurred on the same day, one when a driver alighted from the bus, the other while a driver was changing the destination sign on his bus. One incident involved three teenagers; the other involved a small boy. Neither driver was injured, although one was seized by two of the thieves while the third stole the scrip. Transit and police officials immediately alerted redemption centers, and the newspapers printed the numbers of the stolen tickets. On another occasion, an attempt was made to cash a bogus redemption ticket.

On September 6, 1968, two D.C. Transit employees were robbed of \$1,400 in cash and several thousand dollars in checks they had picked up from a liquor store which served as a token distribution center. Six other token outlets were robbed at various times, and some tokens and cash received for tokens were stolen' however, these items were only incidental loot in the robberies and were not the principal objectives.

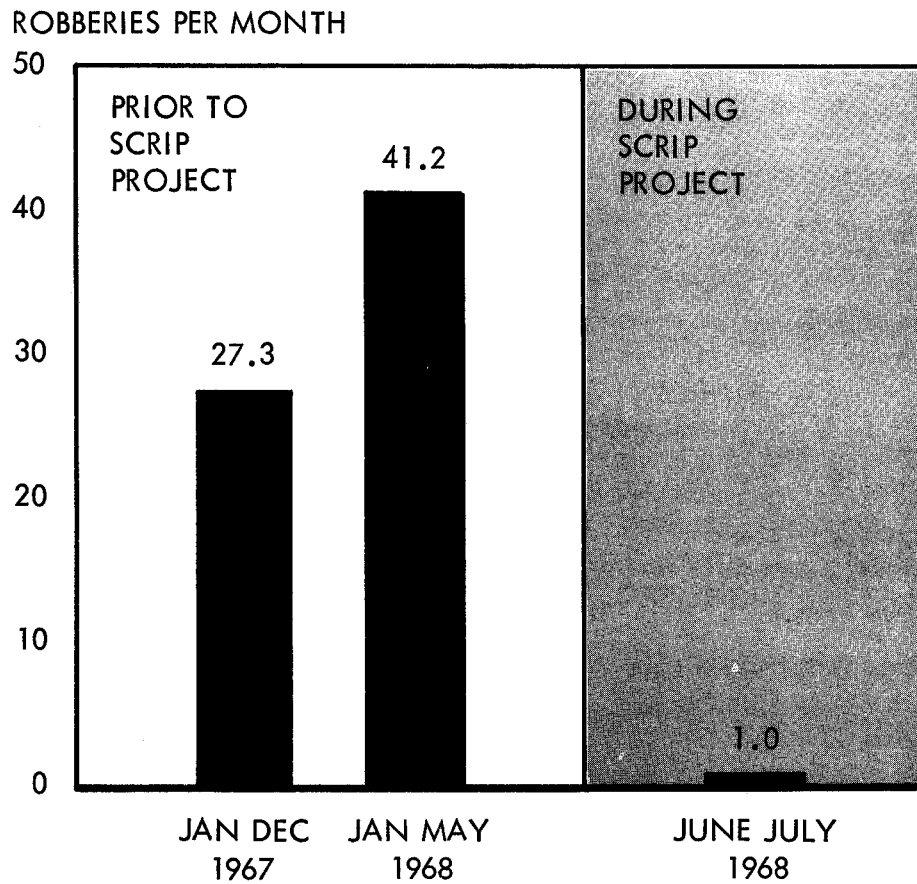


FIGURE 4 Robberies per month prior to and during scrip project

Thus only four robberies directly related to the transit system occurred between the time the initial test of the scrip plan began and the end of the project. Losses were minimal, and no drivers or other bus company employees were injured.

### Increased Efficiency

No major problems of implementation were encountered in either the night-time or the full time tests of the scrip system. Some confusion arose occasionally when a bus patron did not understand the system and deposited his fare incorrectly or a driver neglected to bring his ticket puncher on board, but these were inevitable human failings rather than weaknesses in the plan itself. Once the drivers and the public were accustomed to the new plan, efficiency of service actually increased. Reporting to the American Transit Association in mid-September 1968, a month and a half after the scrip system had gone into full time use, the project director said that the new method was paying unexpected dividends in the form of faster service and fewer accidents. Drivers were able to load faster, move away from bus stops more rapidly, and concentrate more fully on driving now that they no longer had to make change.

Rather than requiring the use of additional D.C. Transit personnel as the company had anticipated, the plan resulted in manpower savings. Many duties of the depot clerks such as preparing and issuing change banks were eliminated permitting the number of depot clerks to be reduced from 46 to 30. At first, two additional persons were needed in the accounting office to process the scrip; however, after less than one year these two were no longer needed. Token outlets were serviced by off-duty or pensioned Transit employees.

### Public Acceptance

Following a fare increase in January, 1968, ridership on D.C. Transit company buses declined. Later that year, during the months that the scrip plan was being tested, the company experienced a further reduction in ridership and consequently in revenue. It is likely that a small portion of this decline was due to the new method of fare collection. Although the level of public acceptance of the system appeared to be extremely high, there were, no doubt, some passengers who were discouraged from riding by the difficulties in having exact change or obtaining tokens. The largest portion of the decline in patronage appeared to be related to at least two other factors. One was the ten percent reduction in tourism in Washington throughout the spring and summer of 1968 following the April riots. The other factor was the vicious circle of decreased patronage resulting in decreased service which in turn caused further losses of riders for whom the new schedule was not convenient.

Because of these and other variables, it is difficult to equate the level of bus patronage with the level of public acceptance of the scrip system. Acceptance

can be judged to some extent by two indicators: written and verbal comments and the overall attitudes of riders observed informally on a day-to-day basis. Written and telephoned reactions to the changes in the fare system received by the Transit Commission totalled fewer than 100, but they were significant in what they indicated about the attitude of the public. They came from housewives and professional people, Federal employees, proprietors of small businesses, and people of various other backgrounds. Most were from residents of the District, some were from Maryland and Virginia commuters, and a few were from people living as far away as California and Massachusetts.

The communications ranged from formal, typed proposals to notes scribbled in longhand on school notebook paper. Some were accompanied by sketches of changemaking machines or diagrams of the wiring of automatic alarm systems to be installed in buses. Although there were, inevitably, a few writers who tried to bring pressure by flooding public and transit officials with multiple copies of letters, these were balanced by writers who went to considerable trouble to check out the validity of their own suggestions. For example, one man who favored vending machines to dispense change and tokens documented his letter with figures on costs of manufacture and probable losses through larceny.

The first letters arrived within a few days after the bus company, the drivers' union, and the Metropolitan Area Transit Commission began their attempts to develop a workable plan which would protect drivers from robbery with minimum inconvenience to the public. The most noticeable feature of these letters was their constructive tone. Few of the people who wrote did so in critical vein; most offered helpful suggestions about solutions that might be tried and expressed their conviction that the public would willingly accept the minor inconveniences necessary to protect the lives and well-being of the drivers. A number of the letters suggested stationing a policeman on every bus. Several suggested that use of a two-man team consisting of the driver and a fare-taker would serve as a psychological deterrent to crime. Some suggested that bullet-proof plastic shields be installed around the drivers.<sup>2</sup> One person suggested abolishing all fares and subsidizing public transportation through taxes. Another suggested encouraging people to have exact change by making the fare 25¢ for those presenting the exact amount and 35¢ for those requiring change from the driver.

Most of the writers, however, offered suggestions for simple ways to reduce the amount of cash bus drivers needed to carry. These fell into a number of principal categories:

- accept exact cash fare only for deposit in locked box
- accept only tokens purchased at conveniently located stores, banks, and offices or from vending machines at bus stops

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<sup>2</sup> The Commission held hearings on this subject on June 4, 1968.

- use paper tickets or passes purchased in advance and punched for each ride or good for a fixed period of time
- accept no bill larger than \$1.00 and give change in form of metal tokens or paper tickets usable on another occasion
- give change in form of scrip redeemable at specified locations or by mail, or usable in lieu of cash for another ride
- install changemakers at bus stops or on outsides of buses
- provide commuter passes so suburbanites will not have to carry large amounts of change

Many of these suggestions were, of course, already under consideration and several were put into effect. Some were impracticable. For example, allowing scrip to be used to pay fares in lieu of cash would, in effect, make the scrip as negotiable and therefore as vulnerable to theft as coins or bills, thus increasing anew the hazard to drivers.

During the early weeks of the changeover to the exact fare system, Washington newspapers received many reader suggestions and comments. Like those received by the Transit Commission, they were distinguished by their constructive tone and their sense of the commitment of the public to accept whatever measures were necessary to protect the lives of the bus drivers. One veteran Washington Post reporter expressed his astonishment. In his May 27 column, Bill Gold wrote, "The most striking thing about all the 'bus mail' I've been getting is that not a single person has criticized the position being taken by our bus drivers. You have to write a column for a few years to realize how remarkable this unanimity of opinion really is. I could write a piece praising home, mother, or the flag ... and get a batch of critical letters."

By early August, 1968, the content of the letters received by WMATC changed somewhat. With the memory of the homicide growing dim, people became less concerned with the safety of the drivers and more concerned with their own convenience. By this time the requirement for exact fare or acceptance of scrip in change had been extended to daytime as well as nighttime use. Some writers, under the erroneous impression that robberies are confined to the night hours, deemed this an unnecessary imposition. Actually, as a D.C. Transit official pointed out to one writer, daytime robberies of buses equal or exceed nighttime robberies: on one day alone early in 1968, seventeen such robberies occurred during daylight hours.

A few annoying incidents grew out of failures of drivers and riders to understand the requirements of the system. Some reports were received that drivers were refusing to accept riders who lacked exact change, or were failing to provide change in scrip except on demand of the riders. Some riders did not understand that they could receive change in scrip only if they handed their money to the driver to put



in a special scrip envelope. Those who deposited money directly into the box found they had to fill out refund forms and could only receive their change by going to the particular bus garage where the bus and driver were assigned.

The tone of the letters remained fairly positive. Even those who complained often balanced their complaints with suggestions about what they thought might work better. Most of the complaints received centered around the following problems:

- token distribution centers too few in number and not conveniently located in D.C. and suburbs
- token distribution centers out of tokens
- token distribution centers not open before and after working hours when people need to make their purchase
- scrip redemption centers too few in number and too inconvenient and expensive to get to
- poor people cannot afford to have scarce cash tied up in scrip
- drivers brusque and unaccommodating toward riders who lack exact change

Several of these problems diminished as the new system swung into full use. As noted earlier, additional token distribution centers were provided and sufficient tokens were put into circulation to meet the demand. Tempers became less touchy as both drivers and riders grew to understand the system better. The use of scrip decreased as people became accustomed to having exact change on hand. Consequently, the problem of scarce cash being tied up in scrip diminished. By the third week in August, the influx of letters had virtually stopped.

Verbal reactions were also sparse. Shortly after nighttime use of scrip began, the project director asked redemption centers to report on reactions of people who came to D.C. Transit offices to redeem scrip. During the first 21 days of the project, only eight verbal comments were received. Four favored the scrip system and the other four suggested that more redemption centers were needed.

None of these responses, of course, constitutes a full measure of public reaction. The most significant indicator of the level of acceptance is that the vast majority of bus patrons in Washington adjusted their habits to the new system without fuss or fanfare and continued to rely on bus service, as they had in the past, to get them where they needed to go.

### Recommendation for Continued Use

As the second test period for the scrip system drew to a close in October, 1968, WMATC staff concluded that the system had achieved its principal goals and had demonstrated its workability. The plan, they felt, had appreciably reduced the hazards to bus drivers and the riding public, had affected carrier operations favorably, and had been well accepted by the public. The staff therefore recommended that the scrip plan be continued without major modifications. Throughout the subsequent year it continued to function effectively.

APPENDIX A

REPORT OF SCRIP ISSUED AND REDEEMED

<u>Date</u>	<u>Voided Coupons</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
6/11		258	\$ 231.15	\$ 85.76	\$ 145.39	-	\$ -	\$ 145.39
6/12		284	279.10	98.57	180.53	-	-	325.92
6/13		319	320.50	114.37	206.13	33	25.96	506.09
6/14		392	385.00	145.30	239.70	33	30.30	715.49
6/15	71	<u>388</u>	<u>364.35</u>	<u>138.26</u>	<u>226.09</u>	<u>43</u>	<u>33.48</u>	<u>908.10</u>
Total		1,641	1,580.10	582.26	997.84	109	89.74	908.10
6/16	20	279	286.55	115.46	171.09	21	12.09	1,067.10
6/17		229	228.80	85.17	143.63	51	38.49	1,172.24
6/18		193	198.55	72.61	125.94	70	53.15	1,245.03
6/19		190	190.05	72.86	117.19	67	50.57	1,311.65
6/20		229	231.10	88.53	142.57	54	44.15	1,410.07
6/21		239	238.45	91.03	147.42	71	53.32	1,504.17
6/22		<u>226</u>	<u>240.90</u>	<u>101.14</u>	<u>139.76</u>	<u>56</u>	<u>41.41</u>	<u>1,602.52</u>
Total		1,585	1,614.40	626.30	987.60	390	293.18	1,602.52
6/23		219	235.75	102.96	132.79	18	12.24	1,723.07
6/24		180	189.10	66.86	122.24	58	39.43	1,805.88
6/25		210	205.40	76.10	129.30	72	56.29	1,878.89
6/26		214	214.25	83.79	130.46	56	38.37	1,970.98
6/27		187	199.60	76.88	122.72	65	42.22	2,051.48
6/28		283	302.55	111.63	190.92	79	53.37	2,189.03
6/29		<u>230</u>	<u>252.13</u>	<u>100.80</u>	<u>151.33</u>	<u>76</u>	<u>54.08</u>	<u>2,286.28</u>
Total		1,523	1,589.78	619.02	979.76	424	296.00	2,286.28
6/30		297	303.60	125.53	178.07	42	30.95	2,433.40
Month End Total		5,046	5,096.88	1,953.61	3,143.27	965	709.87	2,433.40

<u>Date</u>	<u>Voided Coupons</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
6/30/68*		297	\$ 303.60	\$ 125.53	\$ 178.07	42	\$ 30.95	\$ 2,433.40
7/1/68		211	201.95	73.64	128.31	69	49.43	2,512.28
7/2/68		138	135.60	46.55	89.05	64	44.25	2,557.08
7/3/68		177	187.75	74.45	113.30	39	30.17	2,640.21
7/4/68		327	348.35	158.36	189.99	32	22.05	2,808.15
7/5/68		235	253.05	102.02	151.03	58	40.97	2,918.21
7/6/68		<u>169</u>	<u>175.75</u>	<u>70.35</u>	<u>105.40</u>	<u>32</u>	<u>21.11</u>	<u>3,002.50</u>
Total		1,554	1,606.05	650.90	955.15	336	238.93	3,002.50
7/7/68		202	201.45	83.15	118.30	39	24.91	3,095.89
7/8/68		175	191.60	71.23	120.37	80	54.99	3,161.27
7/9/68		149	169.15	67.55	101.60	75	52.94	3,209.93
7/10/68		158	175.60	67.63	107.97	62	43.06	3,274.84
7/11/68		260	208.95	83.40	125.55	60	40.86	3,359.53
7/12/68		225	249.65	97.84	151.81	57	36.79	3,474.55
7/13/68		<u>217</u>	<u>239.80</u>	<u>99.87</u>	<u>139.93</u>	<u>50</u>	<u>45.22</u>	<u>3,569.26</u>
Total		1,386	1,436.20	570.67	865.53	423	298.77	3,569.26
7/14/68		190	194.75	76.66	118.09	32	20.04	3,667.31
7/15/68		171	176.40	67.33	109.07	60	46.55	3,729.83
7/16/68		143	145.05	57.16	87.89	71	45.27	3,772.45
7/17/68		117	123.55	48.87	74.68	50	31.80	3,815.33
7/18/68		192	201.30	85.57	115.73	63	39.68	3,891.38
7/19/68		203	208.15	90.27	117.88	43	32.58	3,976.68
7/20/68		<u>181</u>	<u>193.55</u>	<u>89.48</u>	<u>104.07</u>	<u>32</u>	<u>24.36</u>	<u>4,056.39</u>
Total		1,197	1,242.75	515.34	727.41	351	240.28	4,056.39

7/21/68	158	165.85	74.27	91.58	16	10.95	4,137.02
7/22/68	139	147.50	59.33	88.17	67	45.91	4,179.28
7/23/68	152	162.00	64.79	97.21	54	40.80	4,235.69
7/24/68	137	136.45	56.25	80.20	76	48.05	4,267.84
7/25/68	134	140.60	54.59	86.01	49	29.01	4,324.84
7/26/68	186	201.55	85.39	116.16	42	25.94	4,415.06
7/27/68	<u>165</u>	<u>164.20</u>	<u>70.21</u>	<u>93.99</u>	<u>27</u>	<u>16.20</u>	<u>4,492.85</u>
Total	1,071	1,118.15	464.83	653.32	331	216.86	4,492.85
7/28/68	166	177.60	73.78	103.82	12	7.45	4,589.22
7/29/68	144	151.50	57.63	93.87	82	54.68	4,628.41
7/30/68	145	156.45	60.16	96.29	66	40.48	4,684.22
7/31/68	144	148.45	61.49	86.96	67	47.76	4,723.42
Today 28th to 31st	599	634.00	253.06	380.94	227	150.37	4,723.42
Monthly Totals	5,510	5,733.55	2,329.27	3,404.28	1,626	1,114.26	4,723.42

\*Carried from Page 1 in order to complete the week.

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
7/28/68*	166	\$ 177.60	\$ 73.78	\$ 103.82	12	\$ 7.45	\$ 4,589.15
7/29/68*	144	151.50	57.63	93.87	82	54.68	4,628.34
7/30/68*	145	156.45	60.16	96.29	66	40.48	4,684.15
7/31/68*	144	148.45	61.49	86.96	67	47.76	4,723.35
8/01/68	133	143.65	54.16	89.49	49	43.20	4,769.64
8/02/68	162	164.25	63.31	100.94	43	27.85	4,842.73
8/03/68	163	169.25	72.94	96.31	43	32.45	4,906.59
Total	<u>1,057</u>	<u>1,111.15</u>	<u>443.47</u>	<u>667.68</u>	<u>362</u>	<u>253.87</u>	<u>4,906.59</u>
8/04/68	1,346	1,366.95	533.53	833.42	143	93.65	5,646.36
8/05/68	3,667	3,805.71	1,403.76	2,402.95	290	209.63	7,839.68
8/06/68	1,762	1,979.05	762.89	1,216.16	215	179.85	8,875.99
8/07/68	1,103	1,307.41	507.23	800.18	131	83.05	9,593.12
8/08/68	913	1,051.15	419.26	631.89	137	114.23	10,110.78
8/09/68	943	1,077.59	450.53	627.06	703	517.74	10,220.10
8/10/68	<u>483</u>	<u>517.40</u>	<u>221.42</u>	<u>295.98</u>	103	78.63	10,437.45
Total	10,217	11,106.26	4,298.62	6,807.64	<u>1,722</u>	<u>1,276.78</u>	<u>10,437.45</u>
8/11/68	363	380.40	153.05	227.35	48	41.72	10,623.08
8/12/68	806	953.65	386.48	567.17	141	122.88	11,067.37
8/13/68	635	753.30	317.05	436.25	-	-	11,503.62
8/14/68	552	656.25	271.68	384.57	108	85.33	11,802.86
8/15/68	353	599.25	259.58	339.67	563	419.89	11,722.64
8/16/68	563	669.05	279.59	389.46	391	287.20	11,824.90
8/17/68	<u>346</u>	<u>385.85</u>	<u>166.11</u>	<u>219.74</u>	<u>50</u>	<u>32.72</u>	<u>12,011.92</u>
Total	3,618	4,397.75	1,833.54	2,564.21	1,301	989.74	12,011.92

8/18/68	227	233.05	94.41	138.64	52	38.61	12,111.95
8/19/68	554	673.30	270.11	403.19	23	13.82	12,501.32
8/20/68	494	641.20	256.97	384.23	484	359.24	12,526.31
8/21/68	473	560.75	229.09	331.66	457	317.71	12,540.26
8/22/68	467	570.60	234.43	336.17	256	188.11	12,688.32
8/23/68	485	576.70	239.23	337.47	249	173.83	12,851.96
8/24/68	289	344.65	149.26	195.39	40	25.07	13,022.28
Total	<u>2,989</u>	<u>3,600.25</u>	<u>1,473.50</u>	<u>2,126.75</u>	<u>1,561</u>	<u>1,116.39</u>	<u>13,022.28</u>
8/25/68	196	202.40	87.94	114.46	114	83.48	13,053.26
8/26/68	463	554.75	231.68	323.07	35	33.30	13,343.03
8/27/68	396	476.22	191.06	285.16	431	314.51	13,313.68
8/28/68	403	520.85	217.03	303.82	-	-	13,617.50
8/29/68	292	438.67	188.36	250.81	281	197.84	13,669.97
8/30/68	435	531.25	224.06	307.19	354	236.39	13,740.77
8/31/68	<u>254</u>	<u>309.10</u>	<u>136.16</u>	<u>172.94</u>	<u>-</u>	<u>-</u>	<u>13,913.71</u>
Total	2,439	3,033.24	1,276.29	1,756.95	1,215	865.52	13,913.71
Month End Total	19,721	22,614.65	9,072.36	13,542.29	5,934	4,351.93	13,913.71

\*Carried from Page 2 in order to complete the week



<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
9/1/68	128	\$ 135.10	\$ 59.12	\$ 75.98	31	\$ 23.74	\$13,965.95
9/2/68	158	165.80	66.56	99.24	21	12.79	14,052.40
9/3/68	512	585.60	247.99	337.61	43	38.07	14,351.94
9/4/68	492	585.95	233.75	352.20	440	320.54	14,383.60
9/5/68	412	481.70	197.00	284.70	250	174.95	14,493.35
9/6/68	401	448.35	186.93	251.42	504	311.31	14,443.46
9/7/68	281	311.57	134.63	176.94	97	57.69	14,562.71
Total	<u>2,384</u>	<u>2,714.07</u>	<u>1,125.98</u>	<u>1,588.09</u>	<u>1,386</u>	<u>939.09</u>	<u>14,562.71</u>
9/8/68	169	175.75	74.29	101.46	79	50.85	14,613.32
9/9/68	383	450.35	180.81	269.54	18	12.12	14,870.74
9/10/68	350	430.70	172.19	258.51	125	77.16	15,052.09
9/11/68	381	474.85	198.71	276.14	111	78.95	15,249.28
9/12/68	346	439.75	173.94	265.81	187	143.33	15,371.76
9/13/68	368	432.30	179.15	253.15	107	82.65	15,542.26
9/14/68	217	251.50	107.42	144.08	12	8.53	15,677.81
Total	<u>2,214</u>	<u>2,655.20</u>	<u>1,086.51</u>	<u>1,568.69</u>	<u>639</u>	<u>453.59</u>	<u>15,677.81</u>
9/15/68	140	155.75	65.48	90.27	170	149.36	15,618.72
9/16/68	357	431.85	180.89	250.96	313	205.72	15,663.96
9/17/68	320	380.80	159.37	221.43	201	126.14	15,759.25
9/18/68	291	350.20	141.68	208.52	174	119.18	15,848.59
9/19/68	293	342.75	141.20	201.55	146	96.31	15,953.83
9/20/68	339	404.70	163.93	240.77	147	91.48	16,103.12
9/21/68	<u>183</u>	<u>211.50</u>	<u>88.05</u>	<u>123.45</u>	<u>39</u>	<u>24.11</u>	<u>16,202.46</u>
Total	1,923	2,277.55	940.60	1,336.95	1,190	812.30	16,202.46

9/22/68	125	165.40	68.29	97.11	24	14.82	16,284.75
9/23/68	284	355.00	139.82	215.18	135	102.61	16,397.32
9/24/68	281	320.45	133.50	186.95	283	176.77	16,407.50
9/25/68	264	326.20	132.04	194.16	58	39.46	16,562.20
9/26/68	230	290.15	120.25	169.90	211	136.58	16,595.52
9/27/68	282	351.70	153.94	197.76	121	74.13	16,719.15
9/28/68	<u>181</u>	<u>198.50</u>	<u>86.30</u>	<u>112.20</u>	<u>83</u>	<u>69.84</u>	<u>16,761.51</u>
Total	1,647	2,007.40	834.14	1,173.26	915	614.21	16,761.51
9/29/68	120	134.95	57.65	77.30	38	24.85	16,813.96
9/30/68	<u>274</u>	<u>343.15</u>	<u>139.95</u>	<u>203.20</u>	<u>55</u>	<u>93.00</u>	<u>16,924.16</u>
Total	<u>394</u>	<u>478.10</u>	<u>197.60</u>	<u>280.50</u>	<u>93</u>	<u>117.85</u>	<u>16,924.16</u>
Month End Total	8,562	10,132.32	4,184.83	5,947.49	4,223	2,937.04	16,924.16

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
9/29/68*	120	\$ 134.95	\$ 57.65	\$ 77.30	38	\$ 24.85	\$16,813.96
9/30/68*	274	343.15	139.95	203.20	55	93.00	16,924.16
10/1/68	266	332.75	130.44	202.31	175	96.89	17,029.58
10/2/68	279	337.40	135.76	201.64	175	100.59	17,130.63
10/3/68	278	325.45	141.64	183.81	53	37.00	17,277.44
10/4/68	258	310.85	125.76	185.09	145	77.77	17,384.76
10/5/68	<u>197</u>	<u>221.70</u>	<u>89.28</u>	<u>132.42</u>	<u>21</u>	<u>15.68</u>	<u>17,501.50</u>
Total	1,672	2,006.25	820.48	1,185.77	662	445.78	17,501.50
10/6/68	163	205.40	95.95	109.45	14	15.08	17,595.87
10/7/68	268	329.25	132.27	196.98	401	254.27	17,538.58
10/8/68	255	297.75	120.42	177.33	212	143.11	17,572.80
10/9/68	233	267.50	109.26	158.24	49	42.58	17,688.46
10/10/68	208	251.45	106.11	145.34	139	84.40	17,749.40
10/11/68	276	319.10	129.60	189.50	43	29.19	17,909.71
10/12/68	<u>166</u>	<u>190.60</u>	<u>82.91</u>	<u>107.69</u>	<u>10</u>	<u>10.30</u>	<u>18,007.10</u>
Total	1,569	1,861.05	776.52	1,084.53	868	578.93	18,007.10
10/13/68	125	142.35	62.51	79.84	23	18.70	18,068.24
							18,068.96**
10/14/68	228	301.15	117.08	184.07	317	211.29	18,041.74
10/15/68	230	264.90	117.05	147.85	95	67.71	18,121.88
10/16/68	246	281.15	121.50	159.65	45	26.38	18,255.15
10/17/68	246	349.30	134.66	214.64	57	46.61	18,423.18
10/18/68	285	333.05	136.91	196.14	23	25.31	18,594.01
10/19/68	<u>147</u>	<u>167.95</u>	<u>71.22</u>	<u>96.73</u>	<u>25</u>	<u>17.80</u>	<u>18,672.94</u>
Total	1,507	1,839.85	760.93	1,078.92	585	413.80	18,672.94

10/20/68	100	106.10	46.69	59.41	13	11.57	18,720.78
10/21/68	246	305.05	129.16	175.89	421	256.83	18,639.84
10/22/68	225	275.20	120.83	154.37	107	81.23	18,712.98
10/23/68	197	249.85	109.38	140.47	244	154.88	18,698.57
10/24/68	193	228.60	95.94	132.66	112	80.27	18,750.96
10/25/68	222	246.55	108.76	137.79	53	36.91	18,851.84
10/26/68	141	165.30	64.66	100.64	37	26.48	18,926.00
Total	<u>1,324</u>	<u>1,576.65</u>	<u>675.42</u>	<u>901.23</u>	<u>987</u>	<u>648.17</u>	<u>18,926.00</u>
10/27/68	104	122.45	51.34	71.11	6	4.05	18,993.06
10/28/68	202	244.25	102.42	141.83	329	223.91	18,910.98
10/29/68	179	237.95	99.54	138.41	59	43.15	19,006.24
10/30/68	199	248.90	101.90	147.00	109	70.93	19,082.31
10/31/68	<u>206</u>	<u>247.85</u>	<u>107.45</u>	<u>140.40</u>	<u>194</u>	<u>125.62</u>	<u>19,097.09</u>
Total	<u>890</u>	<u>1,101.40</u>	<u>462.65</u>	<u>638.75</u>	<u>697</u>	<u>467.66</u>	<u>19,097.09</u>
Month End Total	<u>6,568</u>	<u>7,907.10</u>	<u>3,298.40</u>	<u>4,608.70</u>	<u>3,706</u>	<u>2,435.77</u>	<u>19,097.09</u>
Total to Date	45,407	51,484.50	20,838.47	30,646.03	16,448	11,548.87	19,097.16

\* Carried from Page 4 in order to complete week.      \*\* 72¢ added (correction from 9/24/68-10/6/68)

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
10/27/68*	104	\$ 122.45	\$ 51.34	\$ 71.11	6	\$ 4.05	\$18,993.06
10/28/68*	202	244.25	102.42	141.83	329	223.91	18,910.98
10/29/68*	179	237.95	99.54	138.4	59	43.15	19,006.24
10/30/68*	199	248.90	101.90	147.00	109	70.93	19,082.31
10/31/68*	206	247.85	107.45	140.40	194	125.62	19,097.09
11/1/68	274	322.15	139.66	182.49	67	42.63	19,236.95
11/2/68	<u>181</u>	<u>191.90</u>	<u>87.55</u>	<u>104.35</u>	<u>37</u>	<u>23.38</u>	<u>19,317.92</u>
Week Total	<u>1,345</u>	<u>1,615.45</u>	<u>689.86</u>	<u>925.59</u>	<u>801</u>	<u>533.67</u>	<u>19,317.92</u>
Total to Date	45,862	51,998.55	21,065.68	30,932.87	16,552	11,614.88	19,317.99
11/3/68	110	128.75	54.78	73.97	113	76.42	19,315.47
11/4/68	242	303.35	126.85	176.50	32	21.11	19,470.86
11/5/68	213	273.10	108.13	164.97	51	34.30	19,601.53
11/6/68	183	237.25	100.21	137.04	47	30.12	19,708.45
11/7/68	201	239.50	103.23	136.27	30	23.45	19,821.27
11/8/68	263	307.55	133.16	174.39	47	27.93	19,967.73
11/9/68	<u>160</u>	<u>186.90</u>	<u>81.32</u>	<u>105.58</u>	<u>37</u>	<u>21.95</u>	<u>20,051.36</u>
Week Total	<u>1,372</u>	<u>1,676.40</u>	<u>707.68</u>	<u>968.72</u>	<u>357</u>	<u>235.28</u>	<u>20,051.36</u>
Total to Date	47,234	53,674.95	21,773.36	31,901.59	16,909	11,850.16	20,051.43
11/10/68	96	102.45	46.35	56.10	131	85.34	20,022.12
11/11/68	161	185.25	76.64	108.61	285	181.28	19,949.45
11/12/68	258	288.30	120.61	167.69	72	51.59	20,065.56
11/13/68	214	258.40	111.72	146.68	48	28.06	20,184.18
11/14/68	188	225.15	95.44	129.71	40	29.53	20,284.36
11/15/68	230	256.75	110.12	146.63	41	29.57	20,401.42

11/16/68	<u>153</u>	<u>167.35</u>	<u>78.83</u>	<u>88.52</u>	<u>39</u>	<u>27.28</u>	<u>20,462.60</u>
Week Total	<u>1,300</u>	<u>1,483.65</u>	<u>639.71</u>	<u>843.94</u>	<u>656</u>	<u>432.64</u>	<u>20,462.66</u>
Total to Date	48,534	55,158.60	22,413.07	32,745.53	17,565	12,282.80	20,462.73
11/17/68	130	167.50	82.49	85.01	24	15.19	20,532.48
11/18/68	208	241.25	96.86	144.39	313	194.29	20,482.58
11/19/68	183	221.00	98.52	122.48	40	24.31	20,580.75
11/20/68	193	238.40	102.89	135.51	29	16.98	20,699.28
11/21/68	195	225.40	101.26	124.14	96	73.99	20,749.43
11/22/68	194	245.00	116.41	128.59	41	28.66	20,849.36
11/23/68	<u>127</u>	<u>147.60</u>	<u>65.52</u>	<u>82.08</u>	<u>34</u>	<u>14.05</u>	<u>20,917.39</u>
Week Total	<u>1,230</u>	<u>1,486.15</u>	<u>663.95</u>	<u>822.20</u>	<u>577</u>	<u>367.47</u>	<u>20,917.39</u>
Total to Date	49,764	56,644.75	23,077.02	33,567.73	18,142	12,650.27	20,917.46

<u>Date</u>	Number of DCT Coupons <u>Received</u>	Value of All Coupons <u>Received</u>	Amount of <u>Fares</u>	Customer Redemption <u>Remaining</u>	Number of Coupons <u>Redeemed</u>	Amount of <u>Redemption</u>	Current Redemption <u>Liability</u>
11/24/68	96	\$ 119.50	\$ 62.72	\$ 56.78	39	\$ 20.86	\$20,953.31
11/25/68	214	257.35	114.92	142.43	35	21.95	21,073.79
11/26/68	197	253.75	96.17	157.58	525	332.49	20,898.88
11/27/68	213	247.85	109.35	138.50	52	34.98	21,002.40
11/28/68	120	143.60	57.78	85.82	21	17.92	21,070.30
11/29/68	233	258.90	114.80	144.10	26	19.59	21,194.81
11/30/68	<u>129</u>	<u>137.85</u>	<u>61.27</u>	<u>76.58</u>	<u>26</u>	<u>23.80</u>	<u>21,247.59</u>
Week Total	<u>1,202</u>	<u>1,418.80</u>	<u>617.01</u>	<u>801.79</u>	<u>724</u>	<u>471.59</u>	<u>21,247.59</u>
Month Total	<u>5,559</u>	<u>6,579.05</u>	<u>2,855.56</u>	<u>3,723.49</u>	<u>2,418</u>	<u>1,572.99</u>	<u>21,247.59</u>
Total to Date	50,966	58,063.55	23,694.03	34,369.52	18,866	13,121.86	21,247.66

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
12/1/68	91	\$ 86.05	\$ 40.48	\$ 45.57	9	\$ 4.52	\$21,288.64
12/2/68	181	224.20	95.58	128.62	44	36.47	21,380.79
12/3/68	183	228.80	93.27	135.53	373	233.80	21,282.52
12/4/68	196	236.25	97.75	138.50	18	13.59	21,407.43
12/5/68	186	213.65	87.20	126.45	146	110.48	21,423.40
12/6/68	186	226.10	104.74	121.36	55	30.78	21,513.98
12/7/68	<u>155</u>	<u>156.10</u>	<u>73.68</u>	<u>82.42</u>	<u>31</u>	<u>22.36</u>	<u>21,574.04</u>
Week Total	<u>1,178</u>	<u>1,371.15</u>	<u>592.70</u>	<u>778.45</u>	<u>676</u>	<u>452.00</u>	<u>21,574.04</u>
Total to Date	52,144	59,434.70	24,286.73	35,147.97	19,542	13,573.86	21,574.11
12/8/68	60	77.00	37.15	39.85	102	68.76	21,545.13
12/9/68	169	205.45	85.02	120.43	54	37.76	21,627.80
12/10/68	176	204.55	84.28	120.27	74	51.58	21,696.49
12/11/68	192	228.70	97.63	131.07	86	57.54	21,770.02
12/12/68	148	174.65	80.40	94.25	54	48.36	21,815.91
12/13/68	187	210.95	94.03	116.92	12	8.08	21,924.75
12/14/68	<u>102</u>	<u>116.05</u>	<u>46.22</u>	<u>69.83</u>	<u>8</u>	<u>4.45</u>	<u>21,990.13</u>
Week Total	<u>1,034</u>	<u>1,217.35</u>	<u>524.73</u>	<u>692.62</u>	<u>390</u>	<u>276.53</u>	<u>21,990.13</u>
Total to Date	53,178	60,652.05	24,811.46	35,840.59	19,932	13,850.39	21,990.20
12/15/68	76	86.35	39.20	47.15	81	47.68	21,989.60
12/16/68	179	214.85	94.21	120.64	93	53.64	22,056.60
12/17/68	170	184.60	77.70	106.90	77	47.05	22,116.45
12/18/68	156	179.95	80.47	99.48	234	175.01	22,040.92
12/19/68	148	181.70	78.52	103.18	57	42.84	22,101.26
12/20/68	160	194.30	88.38	105.92	50	29.55	22,177.63



12/21/68	<u>112</u>	<u>131.30</u>	<u>56.38</u>	<u>74.92</u>	<u>44</u>	<u>26.26</u>	<u>22,226.28</u>
Week Total	<u>1,001</u>	<u>1,173.05</u>	<u>514.86</u>	<u>658.19</u>	<u>636</u>	<u>422.03</u>	<u>22,226.29</u>
Total to Date	54,179	61,825.10	25,326.32	36,498.78	20,568	14,272.42	22,226.36
12/22/68	49	50.50	21.72	28.78	18	11.29	22,243.78
12/23/68	187	228.45	97.68	130.77	78	58.15	22,316.40
12/24/68	189	220.70	95.73	124.97	4	2.80	22,438.57
12/25/68	224	226.40	98.10	128.30	26	15.13	22,551.74
12/26/68	200	234.55	104.77	129.78	16	8.69	22,672.83
12/27/68	197	224.90	95.56	129.34	15	7.79	22,794.38
12/26/68	<u>102</u>	<u>104.45</u>	<u>46.72</u>	<u>57.73</u>	<u>15</u>	<u>8.56</u>	<u>22,843.55</u>
Week Total	<u>1,148</u>	<u>1,289.95</u>	<u>560.28</u>	<u>729.67</u>	<u>174</u>	<u>112.41</u>	<u>22,843.55</u>
Total to Date	55,327	63,115.05	25,886.60	37,228.45	20,742	14,384.83	22,843.62

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
12/29/68	95	\$ 103.10	\$ 47.30	\$ 55.80	12	\$ 6.09	\$22,893.26
12/30/68	176	208.90	98.12	110.78	75	49.69	22,954.35
12/31/68	<u>173</u>	<u>205.35</u>	<u>96.93</u>	<u>108.42</u>	<u>42</u>	<u>34.14</u>	<u>23,028.63</u>
Week Total	<u>444</u>	<u>517.35</u>	<u>242.35</u>	<u>275.00</u>	<u>129</u>	<u>89.92</u>	<u>23,028.63</u>
Month End Total	<u>4,805</u>	<u>5,568.85</u>	<u>2,434.92</u>	<u>3,133.93</u>	<u>2,005</u>	<u>1,352.89</u>	<u>23,028.63</u>
Total to Date	55,771	63,632.40	26,128.95	37,503.45	20,871	14,474.75	23,028.70
12/29/68*	95	103.10	47.30	55.80	12	6.09	22,893.26
12/30/68*	176	208.90	98.12	110.78	75	49.69	22,954.35
12/31/68*	173	205.35	96.93	108.42	42	34.14	23,028.63
1/01/69	109	113.10	44.11	68.99	28	20.89	23,076.73
1/02/69	204	234.50	100.73	133.77	309	210.45	23,000.05
1/03/69	194	221.00	93.70	127.30	79	51.37	23,075.98
1/04/69	120	127.20	54.00	73.20	17	13.67	23,135.51
Week Total	<u>1,071</u>	<u>1,213.15</u>	<u>534.89</u>	<u>678.26</u>	<u>562</u>	<u>386.30</u>	<u>23,135.51</u>
Total to Date	<u>56,398</u>	<u>64,328.20</u>	<u>26,421.49</u>	<u>37,906.71</u>	<u>21,304</u>	<u>14,771.13</u>	<u>23,135.58</u>
1/05/69	75	77.10	35.00	42.10	83	56.80	23,120.81
1/06/69	203	234.70	96.05	138.65	124	68.35	23,191.11
1/07/69	174	200.80	82.45	118.35	50	34.77	23,274.69
1/08/69	172	194.45	84.30	110.15	171	121.04	23,263.80
1/09/69	165	206.40	85.58	120.82	109	60.96	23,323.66
1/10/69	218	258.55	108.76	149.79	49	31.61	23,441.84
1/11/69	<u>115</u>	<u>121.70</u>	<u>57.66</u>	<u>64.04</u>	<u>102</u>	<u>70.02</u>	<u>23,435.86</u>
Week Total	<u>1,122</u>	<u>1,293.70</u>	<u>549.80</u>	<u>743.90</u>	<u>688</u>	<u>443.55</u>	<u>23,435.86</u>
Total to Date	57,520	65,621.90	26,971.29	38,650.61	21,992	15,214.68	23,435.93

1/12/69	87	99.05	39.90	59.15	59	42.44	23,452.57
1/13/69	153	190.30	73.63	116.67	39	27.03	23,542.21
1/14/69	148	177.60	70.53	107.07	100	85.47	23,563.81
1/15/69	184	219.85	89.39	130.46	48	45.63	23,648.64
1/16/69	174	219.85	85.08	134.77	207	132.45	23,650.96
1/17/69	211	234.00	100.15	133.85	60	54.94	23,729.87
1/18/69	<u>124</u>	<u>125.35</u>	<u>57.05</u>	<u>68.30</u>	<u>21</u>	<u>12.81</u>	<u>23,785.36</u>
Week Total	<u>1,081</u>	<u>1,266.00</u>	<u>515.73</u>	<u>750.27</u>	<u>534</u>	<u>400.77</u>	<u>23,785.36</u>
Total to Date	58,601	66,887.90	27,487.02	39,400.88	22,526	15,615.45	23,785.43

\* Carried forward in order to complete week.

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
1/19/69	110	\$ 111.00	\$ 53.73	\$ 57.27	15	\$ 9.03	\$23,833.60
1/20/69	228	257.20	127.90	129.30	9	4.96	23,957.94
1/21/69	229	276.55	115.95	160.60	152	102.87	24,015.67
1/22/69	191	211.40	90.27	121.13	124	72.56	24,064.24
1/23/69	176	196.00	88.70	107.30	90	53.63	24,117.91
1/24/69	219	251.75	114.70	137.05	62	38.62	24,216.34
1/25/69	<u>132</u>	<u>139.30</u>	<u>63.41</u>	<u>75.89</u>	<u>140</u>	<u>88.36</u>	<u>24,203.87</u>
Week Total	<u>1,285</u>	<u>1,443.20</u>	<u>654.66</u>	<u>788.54</u>	<u>592</u>	<u>370.03</u>	<u>24,203.87</u>
Total to Date	59,886	68,331.10	28,141.68	40,189.42	23,118	15,985.48	24,203.94
1/26/69	94	96.15	43.83	52.32	20	15.98	24,240.02
1/27/69	183	218.20	92.97	125.23	33	21.21	24,344.23
1/28/69	152	179.60	81.67	97.93	200	136.61	24,305.55
1/29/69	199	238.50	108.33	130.17	91	45.95	24,389.77
1/30/69	150	188.70	83.25	105.45	83	49.37	24,445.85
1/31/69	<u>203</u>	<u>243.65</u>	<u>103.64</u>	<u>140.01</u>	<u>47</u>	<u>28.80</u>	<u>24,557.06</u>
Month End Total	<u>5,096</u>	<u>5,863.50</u>	<u>2,526.42</u>	<u>3,337.08</u>	<u>2,721</u>	<u>1,808.65</u>	<u>24,557.06</u>
Total to Date	60,867	69,495.90	28,655.37	40,840.53	23,592	16,283.40	24,557.13
1/26/69*	94	96.15	43.83	52.32	20	15.98	24,240.21
1/27/69*	183	218.20	92.97	125.23	33	21.21	24,344.23
1/28/69*	152	179.60	81.67	97.93	200	136.61	24,305.55
1/29/69*	199	238.50	108.33	130.17	91	45.95	24,389.77
1/30/69*	150	188.70	83.25	105.45	83	49.37	24,445.85
1/31/69*	203	243.65	103.64	140.01	47	28.80	24,557.06

2/1/69	<u>138</u>	<u>153.70</u>	<u>63.85</u>	<u>89.85</u>	<u>67</u>	<u>63.37</u>	<u>24,583.54</u>
Week Total	<u>1,119</u>	<u>1,318.50</u>	<u>577.54</u>	<u>740.96</u>	<u>541</u>	<u>361.29</u>	<u>24,583.54</u>
Total to Date	61,005	69,649.60	28,719.22	40,930.38	23,659	16,346.77	24,583.61
2/2/69	96	95.90	41.35	54.55	109	81.93	24,566.23
2/3/69	216	244.10	103.86	140.24	40	19.03	24,677.44
2/4/69	181	217.55	95.23	122.32	131	89.10	24,710.66
2/5/69	184	213.05	95.27	117.78	77	64.53	24,763.91
2/6/69	195	237.30	102.29	135.01	141	73.03	24,825.89
2/7/69	182	227.80	95.49	132.31	110	67.03	24,891.17
2/8/69	<u>126</u>	<u>142.70</u>	<u>62.39</u>	<u>80.31</u>	<u>39</u>	<u>21.58</u>	<u>24,949.90</u>
Week Total	<u>1,180</u>	<u>1,378.40</u>	<u>595.88</u>	<u>782.52</u>	<u>647</u>	<u>416.23</u>	<u>24,949.90</u>
Total to Date	62,185	71,028.00	29,315.10	41,712.90	24,306	16,763.00	24,949.90

\*Carried forward to Complete Week

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
2/9/69	85	\$ 94.45	\$ 35.83	\$ 58.62	23	\$ 13.28	\$24,995.24
2/10/69	189	211.85	88.56	123.29	83	53.39	25,065.14
2/11/69	146	176.05	73.55	102.50	34	24.73	25,142.91
2/12/69	197	215.35	95.32	120.03	48	27.42	25,235.52
2/13/69	226	269.10	113.37	155.73	258	161.09	25,230.16
2/14/69	257	272.10	120.82	151.28	92	80.41	25,301.03
2/15/69	<u>160</u>	<u>174.50</u>	<u>75.84</u>	<u>98.66</u>	<u>47</u>	<u>27.69</u>	<u>25,372.00</u>
Week Total	<u>1,260</u>	<u>1,413.40</u>	<u>603.29</u>	<u>810.11</u>	<u>585</u>	<u>388.01</u>	<u>25,372.00</u>
Total to Date	63,445	72,441.40	29,918.39	42,523.01	24,891	17,151.01	25,372.00
2/16/69	116	113.65	50.55	63.10	33	22.92	25,412.18
2/17/69	216	249.75	109.31	140.44	88	61.26	25,491.36
2/18/69	219	282.45	107.78	174.67	53	29.98	25,636.05
2/19/69	180	195.55	85.44	110.11	43	26.80	25,719.36
2/20/69	224	259.65	110.13	149.52	14	8.50	25,860.38
2/21/69	158	181.45	83.65	97.80	20	6.80	25,951.38
2/22/69	<u>153</u>	<u>156.60</u>	<u>73.78</u>	<u>82.82</u>	<u>48</u>	<u>28.34</u>	<u>26,005.86</u>
Week Total	<u>1,266</u>	<u>1,439.10</u>	<u>620.64</u>	<u>818.46</u>	<u>299</u>	<u>184.60</u>	<u>26,005.86</u>
Total to Date	64,711	73,880.50	30,539.03	43,341.47	25,190	17,335.61	26,005.86
2/23/69	76	94.35	39.20	55.15	57	50.18	26,010.83
2/24/69	175	202.10	86.17	115.93	346	228.46	25,989.30
2/25/69	174	217.60	92.35	125.25	166	112.50	25,911.15
2/26/69	181	245.45	95.39	150.06	18	15.07	24,046.04
2/27/69	174	202.05	84.37	117.68	66	59.47	26,104.25

2/28/69	<u>224</u>	<u>263.70</u>	<u>110.92</u>	<u>152.78</u>	<u>19</u>	<u>12.85</u>	<u>26,244.18</u>
Month End Total	<u>4,848</u>	<u>5,609.85</u>	<u>2,382.06</u>	<u>3,217.79</u>	<u>2,270</u>	<u>1,530.74</u>	<u>26,244.18</u>
Total to Date	65,715	75,105.75	31,047.43	44,058.32	25,862	17,814.14	26,244.18
2/23/69*	76	94.35	39.20	55.15	57	50.18	26,010.83
2/24/69*	175	202.10	86.17	115.93	346	228.46	25,898.30
2/25/69*	174	217.60	92.35	125.25	166	112.50	25,911.15
2/26/69*	181	245.45	95.39	150.06	18	15.07	26,046.04
2/27/69*	174	202.05	84.37	117.68	66	59.47	26,104.25
2/28/69*	224	263.70	110.92	152.78	19	12.85	26,244.18
3/ 1/60*	<u>158</u>	<u>169.30</u>	<u>75.78</u>	<u>93.52</u>	<u>4</u>	<u>2.48</u>	<u>26,335.22</u>
Week Total	<u>1,162</u>	<u>1,394.55</u>	<u>584.18</u>	<u>810.37</u>	<u>676</u>	<u>481.01</u>	<u>26,335.22</u>
Total to Date	65,873	75,275.05	31,123.21	44,151.84	25,866	17,816.62	26,335.22

\* Carried forward to complete week.

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
3/2/69	82	\$ 79.25	\$ 36.22	\$ 43.03	224	\$ 146.85	\$26,231.40
3/3/69	209	231.25	100.66	130.59	104	56.63	26,305.36
3/4/69	206	234.70	101.41	133.29	130	96.50	26,342.15
3/5/69	187	187.80	80.10	107.70	49	35.04	26,414.81
3/6/69	178	205.50	87.04	118.46	141	88.52	26,444.75
3/7/69	204	239.20	101.51	137.69	7	4.66	26,577.78
3/8/69	<u>119</u>	<u>142.50</u>	<u>64.05</u>	<u>78.45</u>	<u>10</u>	<u>6.30</u>	<u>26,649.93</u>
Week Total	<u>1,185</u>	<u>1,320.20</u>	<u>570.99</u>	<u>749.21</u>	<u>665</u>	<u>434.50</u>	<u>26,649.93</u>
Total to Date	67,058	76,595.25	31,694.20	44,901.05	26,531	18,251.12	26,649.93
3/9/69	103	88.95	42.69	46.26	58	38.69	26,657.50
3/10/69	311	324.95	129.93	195.02	217	146.76	26,705.76
3/11/69	195	225.65	96.91	128.74	114	72.76	26,761.74
3/12/69	156	206.60	74.95	131.65	45	26.55	26,866.84
3/13/69	181	201.00	88.81	112.19	44	35.42	26,943.61
3/14/69	190	240.20	90.66	149.54	136	87.44	27,005.71
3/15/69	<u>125</u>	<u>170.75</u>	<u>70.55</u>	<u>100.20</u>	<u>38</u>	<u>36.84</u>	<u>27,069.07</u>
Week Total	<u>1,261</u>	<u>1,458.10</u>	<u>594.50</u>	<u>863.60</u>	<u>652</u>	<u>444.46</u>	<u>27,069.07</u>
Total to Date	68,319	78,053.35	32,288.70	45,764.65	27,183	18,695.58	27,069.07
3/16/69	116	124.95	61.73	63.22	77	65.84	27,066.45
3/17/69	205	245.50	104.04	141.46	158	118.09	27,089.82
3/18/69	193	219.05	90.39	128.66	138	113.67	27,104.81
3/19/69	166	205.65	85.67	119.98	22	25.78	27,199.01
3/20/69	198	219.80	92.40	127.40	163	108.17	27,218.24
3/21/69	206	247.55	115.16	132.39	47	27.71	27,322.92



3/22/69	<u>166</u>	<u>169.20</u>	<u>75.30</u>	<u>93.90</u>	<u>59</u>	<u>41.26</u>	<u>27,375.56</u>
Week Total	<u>1,250</u>	<u>1,431.70</u>	<u>624.69</u>	<u>807.01</u>	<u>664</u>	<u>500.52</u>	<u>27,375.56</u>
Total to Date	69,569	79,485.05	32,913.39	46,571.66	27,847	19,196.10	27,375.56
3/23/69	99	101.60	44.08	57.52	15	8.12	27,424.96
3/24/69	204	247.20	95.62	151.58	32	24.61	27,551.93
3/25/69	193	221.00	88.52	132.48	182	112.24	27,572.17
3/26/69	181	229.20	87.80	141.40	72	60.85	27,652.72
3/27/69	193	214.35	93.02	121.33	97	63.54	27,710.51
3/28/69	183	235.10	94.01	141.09	42	32.01	27,819.59
3/29/69	<u>140</u>	<u>160.30</u>	<u>65.15</u>	<u>95.15</u>	<u>20</u>	<u>20.28</u>	<u>27,894.46</u>
Week Total	<u>1,193</u>	<u>1,408.75</u>	<u>568.20</u>	<u>840.55</u>	<u>460</u>	<u>321.65</u>	<u>27,894.46</u>
Total to Date	70,762	80,893.80	33,481.59	47,412.21	28,307	19,517.75	27,894.46

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
3/30/69	115	\$ 141.35	\$ 52.02	\$ 89.33	19	\$ 20.74	27,963.05
3/31/69	<u>148</u>	<u>163.50</u>	<u>75.72</u>	<u>87.78</u>	<u>42</u>	<u>31.54</u>	<u>28,019.29</u>
Month End Total	<u>263</u>	<u>304.85</u>	<u>127.74</u>	<u>177.11</u>	<u>61</u>	<u>52.28</u>	<u>28,019.29</u>
Total to Date	71,025	81,198.65	33,609.33	47,589.32	28,368	19,570.03	28,019.29
3/30/69*	115	\$ 141.35	\$ 52.02	\$ 89.33	19	\$ 20.74	27,063.05
3/31/69*	148	163.50	75.72	87.78	42	31.54	28,019.29
4/ 1/69	203	244.95	112.53	132.42	19	10.30	28,141.41
4/ 2/69	194	209.25	97.90	111.35	298	201.01	28,051.75
4/ 3/69	215	253.05	110.50	142.55	126	85.94	28,108.36
4/ 4/69	224	247.30	114.03	133.27	11	7.96	28,233.67
4/ 5/69	<u>135</u>	<u>147.00</u>	<u>65.41</u>	<u>81.59</u>	<u>122</u>	<u>90.85</u>	<u>28,224.41</u>
Week End Total	<u>1,234</u>	<u>1,406.40</u>	<u>628.11</u>	<u>778.29</u>	<u>637</u>	<u>448.34</u>	<u>28,224.41</u>
Total to Date	71,996	82,300.20	34,109.70	48,190.50	28,944	19,966.09	28,224.41
4/ 6/69	123	124.20	57.94	66.26	62	34.48	28,256.19
4/ 7/69	233	284.75	124.50	160.25	42	25.47	28,390.97
4/ 8/69	201	214.20	103.33	110.87	9	4.73	28,497.11
4/ 9/69	185	203.65	87.24	116.41	4	2.83	28,610.69
4/10/69	178	208.40	93.09	115.31	201	136.86	28,589.14
4/11/69	165	189.50	88.30	101.20	38	31.85	28,658.49
4/12/69	<u>131</u>	<u>152.95</u>	<u>71.64</u>	<u>81.31</u>	<u>55</u>	<u>36.77</u>	<u>28,703.03</u>
Week End Total	<u>1,216</u>	<u>1,377.65</u>	<u>626.04</u>	<u>751.61</u>	<u>411</u>	<u>272.99</u>	<u>28,703.03</u>
Total to Date	73,212	83,677.85	34,735.74	48,942.11	29,355	20,239.08	28,703.03

4/13/69	108	102.65	47.15	55.50	290	174.76	28,583.77
4/14/69	185	220.20	95.63	124.57	54	41.03	28,667.31
4/15/69	173	196.45	87.75	108.70	44	30.13	28,745.88
4/16/69	178	204.20	86.05	118.15	45	42.23	28,821.80
4/17/69	197	217.40	95.87	121.53	26	16.63	28,926.70
4/18/69	174	208.45	85.86	122.59	20	11.41	29,037.88
4/19/69	<u>131</u>	152.60	66.02	86.58	<u>34</u>	<u>56.71</u>	<u>29,067.75</u>
Week End Total	<u>1,146</u>	1,301.95	564.33	737.62	<u>513</u>	<u>372.90</u>	<u>29,067.75</u>
Total to Date	74,358	84,979.80	35,300.07	49,679.73	29,868	20,611.98	29,067.75

\* Carried forward to complete week

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
4/20/69	112	\$ 122.30	\$ 50.96	\$ 71.34	320	\$ 194.61	\$28,944.48
4/21/69	182	213.45	88.29	125.16	76	44.52	29,025.12
4/22/69	177	206.55	87.84	118.71	226	135.45	29,008.38
4/23/69	172	201.75	88.85	112.90	130	82.20	29,039.08
4/24/69	172	214.40	93.85	120.55	16	9.08	29,150.55
4/25/69	163	212.80	91.50	121.30	146	95.25	29,176.60
4/26/69	<u>143</u>	<u>157.30</u>	<u>69.40</u>	<u>87.90</u>	<u>76</u>	<u>35.31</u>	<u>29,229.19</u>
Week End Total	<u>1,121</u>	<u>1,328.55</u>	<u>570.69</u>	<u>757.86</u>	<u>990</u>	<u>596.42</u>	<u>29,229.19</u>
Total to Date	75,479	86,308.35	35,870.76	50,437.59	30,858	21,208.40	29,229.19
4/27/69	104	109.20	51.89	57.31	84	57.97	29,228.53
4/28/69	245	279.70	122.77	156.93	21	13.41	29,372.05
4/29/69	153	183.95	71.43	112.52	252	152.70	29,331.87
4/30/69	<u>169</u>	<u>197.05</u>	<u>81.33</u>	<u>115.72</u>	<u>36</u>	<u>23.91</u>	<u>29,423.68</u>
Month End Total	<u>5,125</u>	<u>5,879.60</u>	<u>2,588.85</u>	<u>3,290.75</u>	<u>2,883</u>	<u>1,886.36</u>	<u>29,423.68</u>
Total to Date	76,150	87,078.25	36,198.18	50,880.07	31,251	21,456.39	29,423.68
4/27/69*	104	109.20	51.89	57.31	84	57.97	29,228.53
4/28/69*	245	279.70	122.77	156.93	21	13.41	29,372.05
4/29/69*	153	183.95	71.43	112.52	252	152.70	29,331.87
4/30/69*	169	197.05	81.33	115.72	36	23.91	29,423.68
5/01/69	184	206.25	88.69	117.56	23	22.04	29,519.20
5/02/69	182	216.30	100.45	115.85	63	41.35	29,593.70
5/03/69	<u>128</u>	<u>149.50</u>	<u>68.78</u>	<u>80.72</u>	<u>118</u>	<u>67.72</u>	<u>29,606.70</u>
Week End Total	<u>1,165</u>	<u>1,341.95</u>	<u>585.34</u>	<u>756.61</u>	<u>597</u>	<u>379.10</u>	<u>29,606.70</u>
Total to Date	76,644	87,650.30	36,456.10	51,194.20	31,455	21,587.50	29,606.70

5/04/69	95	98.45	46.06	52.39	65	41.23	29,617.86
5/05/69	185	230.65	88.90	141.75	43	27.41	29,732.20
5/06/69	173	193.90	81.07	112.83	208	141.03	29,704.00
5/07/69	173	191.60	83.94	107.66	19	11.94	29,799.72
5/08/69	133	160.45	73.23	87.22	27	19.26	29,867.68
5/09/69	179	198.30	82.74	115.56	35	30.64	29,952.60
5/10/69	<u>78</u>	<u>97.00</u>	<u>42.70</u>	<u>54.30</u>	<u>15</u>	<u>9.48</u>	<u>29,997.42</u>
Week End Total	<u>1,016</u>	<u>1,170.35</u>	<u>498.64</u>	<u>671.71</u>	<u>426</u>	<u>280.99</u>	<u>29,997.42</u>
Total to Date	77,660	88,820.65	36,954.74	51,865.91	31,881	21,868.49	29,997.42

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
5/11/69	99	\$ 94.05	\$ 46.92	\$ 47.13	263	\$ 161.60	\$29,882.95
5/12/69	186	219.70	97.08	122.62	41	27.58	29,977.99
5/13/69	162	195.40	85.39	110.01	99	72.76	30,015.24
5/14/69	156	177.10	81.38	95.72	59	37.49	30,073.47
5/15/69	183	198.10	87.20	110.90	76	48.24	30,136.13
5/16/69	155	168.35	70.85	97.50	29	29.95	30,203.68
5/17/69	<u>125</u>	<u>137.40</u>	<u>68.01</u>	<u>69.39</u>	<u>110</u>	<u>79.58</u>	<u>30,193.49</u>
Week End Total	<u>1,066</u>	<u>1,190.10</u>	<u>536.83</u>	<u>653.27</u>	<u>716</u>	<u>457.20</u>	<u>30,193.49</u>
Total to Date	78,726	90,010.75	37,491.57	52,519.18	32,597	22,325.69	30,193.49
5/18/69	87	91.25	37.81	53.44	40	23.62	30,223.31
5/19/69	147	188.05	72.85	115.20	51	39.94	30,298.57
5/20/69	138	170.65	72.11	98.54	21	17.38	30,379.73
5/21/69	151	173.65	79.60	94.05	40	22.46	30,451.32
5/22/69	152	178.35	78.45	99.90	22	16.58	30,534.64
5/23/69	159	190.55	82.41	108.14	254	158.99	30,488.79
5/24/69	<u>100</u>	<u>108.05</u>	<u>50.19</u>	<u>57.86</u>	<u>46</u>	<u>24.37</u>	<u>30,517.28</u>
Week End Total	<u>934</u>	<u>1,100.55</u>	<u>473.42</u>	<u>627.13</u>	<u>474</u>	<u>303.34</u>	<u>30,517.28</u>
Total to Date	79,660	91,111.30	37,964.99	53,146.31	33,071	22,629.03	30,517.28
5/25/69	96	98.10	49.42	48.64	55	35.20	30,530.76
5/26/69	167	192.15	84.61	107.54	114	73.27	30,565.03
5/27/69	170	191.15	80.65	110.50	52	44.54	30,630.99
5/28/69	131	151.15	68.61	82.54	58	39.09	30,674.44
5/29/69	205	251.80	96.36	155.44	29	17.26	30,812.62
5/30/69	103	111.55	53.71	57.84	97	49.88	30,820.58

5/31/69	<u>124</u>	<u>136.55</u>	<u>60.69</u>	<u>75.86</u>	<u>43</u>	<u>27.50</u>	<u>30,868.94</u>
Week End Total	<u>996</u>	<u>1,132.45</u>	<u>494.05</u>	<u>638.40</u>	<u>448</u>	<u>286.74</u>	<u>30,868.94</u>
Total to Date	80,656	92,243.75	38,459.04	53,784.71	33,519	22,915.77	30,868.94
6/1/69	73	86.70	30.47	56.23	18	9.98	30,915.19
6/2/69	195	243.00	104.05	138.95	124	80.95	30,973.19
6/3/69	160	190.50	82.87	107.63	136	86.83	30,993.99
6/4/69	170	208.35	84.16	124.19	12	11.40	30,106.78
6/5/69	152	183.85	78.90	104.95	141	92.72	31,119.01
6/6/69	174	215.25	90.69	124.56	41	26.61	31,216.96
6/7/69	<u>117</u>	<u>121.75</u>	<u>53.45</u>	<u>68.30</u>	<u>19</u>	<u>11.42</u>	<u>31,273.84</u>
Week End Total	<u>1,041</u>	<u>1,249.40</u>	<u>524.59</u>	<u>724.81</u>	<u>491</u>	<u>319.91</u>	<u>31,273.84</u>
Total to Date	81,697	93,493.15	38,983.63	54,509.52	34,010	23,235.68	31,273.84

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
6/8/69	86	\$ 91.75	\$ 39.90	\$ 51.85	53	\$ 39.75	\$31,285.94
6/9/69	184	219.25	90.90	128.35	33	22.08	31,392.21
6/10/69	183	205.75	86.64	119.11	276	175.67	31,335.65
6/11/69	161	198.75	93.64	105.11	101	74.83	31,365.93
6/12/69	207	228.90	92.44	136.46	35	25.53	31,476.86
6/13/69	178	205.10	90.45	114.65	112	69.44	31,522.07
6/14/69	<u>106</u>	<u>112.70</u>	<u>52.57</u>	<u>60.13</u>	<u>120</u>	<u>82.22</u>	<u>31,499.98</u>
Week End Total	<u>1,105</u>	<u>1,262.20</u>	<u>546.54</u>	<u>715.66</u>	<u>730</u>	<u>489.52</u>	<u>31,499.98</u>
Total to Date	82,802	94,755.35	39,530.17	55,225.18	34,740	23,725.20	31,499.98
6/15/69	98	101.30	45.40	55.90	57	56.12	31,499.76
6/16/69	187	227.35	104.70	122.65	43	38.55	31,583.86
6/17/69	160	203.15	82.74	120.41	68	51.71	31,652.56
6/18/69	185	220.60	95.78	124.82	19	12.04	31,765.34
6/19/69	168	201.00	81.47	119.53	55	36.32	31,848.55
6/20/69	161	205.55	90.92	114.63	15	8.18	31,955.00
6/21/69	<u>102</u>	<u>114.10</u>	<u>49.26</u>	<u>64.84</u>	<u>120</u>	<u>84.44</u>	<u>31,935.40</u>
Week End Total	<u>1,061</u>	<u>1,273.05</u>	<u>550.27</u>	<u>722.78</u>	<u>377</u>	<u>287.36</u>	<u>31,935.40</u>
Total to Date	83,863	96,028.40	40,080.44	55,947.96	35,117	24,012.56	31,935.40
6/22/69	80	85.00	42.30	42.70	250	146.18	31,831.92
6/23/69	210	260.90	104.68	156.22	23	10.05	31,978.09
6/24/69	186	227.20	101.15	126.05	70	44.07	32,060.07
6/25/69	192	218.40	96.60	121.80	45	27.07	32,154.80
6/26/69	183	226.95	88.04	138.91	54	37.44	32,256.27
6/27/69	191	213.75	101.96	111.79	19	16.16	32,351.90



6/28/69	<u>101</u>	<u>108.20</u>	<u>51.95</u>	<u>56.25</u>	<u>35</u>	<u>24.82</u>	<u>32,383.33</u>
Week End Total	<u>1,143</u>	<u>1,340.40</u>	<u>586.68</u>	<u>753.72</u>	<u>496</u>	<u>305.79</u>	<u>32,383.33</u>
Total to Date	85,006	97,368.80	40,667.12	56,701.68	35,613	24,318.35	32,383.33
6/29/69	81	82.65	36.72	45.93	223	134.48	32,294.78
6/30/69	<u>191</u>	<u>212.80</u>	<u>94.07</u>	<u>118.73</u>	<u>360</u>	<u>250.59</u>	<u>32,162.92</u>
Month End Total	<u>4,622</u>	<u>5,420.50</u>	<u>2,338.87</u>	<u>3,081.63</u>	<u>2,677</u>	<u>1,787.65</u>	<u>32,162.92</u>
Total to Date	85,278	97,664.25	40,797.91	56,866.34	36,196	24,703.42	32,162.92

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
6/29/69*	81	\$ 82.65	\$ 36.72	\$ 45.93	223	\$ 134.48	\$32,294.78
6/30/69*	191	212.80	94.07	118.73	360	250.59	32,162.92
7/ 1/69	191	225.95	97.55	128.40	15	12.66	32,278.66
7/ 2/69	170	200.65	87.92	112.73	49	32.72	32,358.67
7/ 3/69	194	228.70	97.85	130.85	9	5.50	32,484.02
7/ 4/69	131	141.75	64.22	77.53	24	20.03	32,541.52
7/ 5/69	<u>108</u>	<u>119.20</u>	<u>55.80</u>	<u>63.40</u>	<u>5</u>	<u>2.60</u>	<u>32,602.32</u>
Week End Total	<u>1,066</u>	<u>1,211.70</u>	<u>534.13</u>	<u>677.57</u>	<u>685</u>	<u>458.58</u>	<u>32,602.32</u>
Total to Date	86,072	98,580.50	41,201.25	57,379.25	36,298	24,776.93	32,602.32
7/ 6/69	80	78.55	36.05	42.50	9	5.70	32,639.12
7/ 7/69	180	214.50	91.10	123.40	36	32.33	32,730.19
7/ 8/69	166	196.05	81.70	114.35	450	284.91	32,559.63
7/ 9/69	150	183.05	75.16	107.89	30	22.90	32,644.62
7/10/69	162	185.05	78.95	106.10	249	127.13	32,623.59
7/11/69	186	225.95	91.22	134.73	31	17.83	32,740.49
7/12/69	<u>86</u>	<u>105.50</u>	<u>52.80</u>	<u>52.70</u>	<u>31</u>	<u>33.61</u>	<u>32,759.58</u>
Week End Total	<u>1,010</u>	<u>1,188.65</u>	<u>506.98</u>	<u>681.67</u>	<u>836</u>	<u>524.41</u>	<u>32,759.58</u>
Total to Date	87,082	99,769.15	41,708.23	58,060.92	37,134	25,301.34	32,759.58
7/13/69	93	114.95	51.85	63.10	23	16.45	32,806.23
7/14/69	187	225.00	93.15	131.85	24	15.90	32,922.18
7/15/69	184	196.85	84.85	112.00	58	35.06	32,999.12
7/16/69	180	186.80	85.00	101.80	251	163.48	32,937.44
7/17/69	148	164.75	72.35	92.40	25	19.15	33,010.69
7/18/69	173	193.55	88.27	105.28	144	83.04	33,032.93

7/19/69	<u>109</u>	<u>115.55</u>	<u>50.15</u>	<u>65.40</u>	<u>31</u>	<u>20.93</u>	<u>33,077.40</u>
Week End Total	<u>1,074</u>	<u>1,197.45</u>	<u>525.62</u>	<u>671.83</u>	<u>556</u>	<u>354.01</u>	<u>33,077.40</u>
Total to Date	88,156	100,966.60	42,233.85	58,732.75	37,690	25,655.35	33,077.40
7/20/69	72	74.75	31.45	43.30	14	9.65	33,111.05
7/21/69	110	113.00	49.90	63.10	25	22.15	33,152.00
7/22/69	180	195.30	86.89	108.41	27	16.10	33,244.31
7/23/69	143	174.00	74.91	99.09	154	118.13	33,225.27
7/24/69	129	159.10	69.57	89.53	19	10.25	33,304.55
7/25/36	171	210.45	89.85	120.60	109	65.48	33,359.67
7/26/69	<u>97</u>	<u>100.75</u>	<u>46.92</u>	<u>53.83</u>	<u>24</u>	<u>15.05</u>	<u>33,398.45</u>
Week End Total	<u>902</u>	<u>1,027.35</u>	<u>449.49</u>	<u>577.86</u>	<u>372</u>	<u>256.81</u>	<u>33,398.45</u>
Total to Date	89,058	101,993.95	42,683.34	59,310.61	38,062	25,912.16	33,398.45

\*Carried forward to complete week.

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
7/27/69	67	\$ 70.25	\$ 31.90	\$ 38.35	68	\$ 39.02	\$33,397.78
7/28/69	162	194.45	84.97	109.48	33	28.75	33,478.51
7/29/69	156	196.05	76.07	119.98	43	37.20	33,561.29
7/30/69	145	172.80	75.40	97.40	91	67.98	33,590.71
7/31/69	<u>130</u>	<u>152.05</u>	<u>66.75</u>	<u>85.30</u>	<u>123</u>	<u>65.78</u>	<u>33,610.23</u>
Month End Total	<u>4,440</u>	<u>5,115.30</u>	<u>2,220.52</u>	<u>2,894.78</u>	<u>2,224</u>	<u>1,447.47</u>	<u>33,610.23</u>
Total to Date	89,718	102,779.55	43,018.43	59,761.12	38,420	26,150.89	33,610.23
7/27/69*	67	\$ 70.25	\$ 31.90	\$ 38.35	68	\$ 39.02	\$33,397.78
7/28/69*	162	194.45	84.97	109.48	33	28.75	33,478.5
7/29/69*	156	196.05	76.07	119.98	43	37.20	33,561.29
7/30/69*	145	172.80	75.40	97.40	91	67.98	33,590.71
7/31/69*	130	152.05	66.75	85.30	123	65.78	33,610.23
8/1/69	204	265.65	110.24	155.41	14	8.59	33,757.05
8/2/69	<u>119</u>	<u>138.85</u>	<u>61.69</u>	<u>77.16</u>	<u>5</u>	<u>3.35</u>	<u>33,830.86</u>
Week End Total	<u>983</u>	<u>1,190.10</u>	<u>507.02</u>	<u>683.08</u>	<u>377</u>	<u>250.67</u>	<u>33,830.86</u>
Total to Date	90,041	103,184.05	43,190.36	59,993.69	38,439	26,162.83	33,830.86
8/3/69	82	99.00	36.24	62.76	8	9.05	33,884.57
8/4/69	190	231.20	100.30	130.90	64	51.30	33,964.17
8/5/69	197	235.10	102.37	132.73	6	8.20	34,088.70
8/6/69	157	187.00	82.91	104.09	138	92.15	34,100.64
8/7/69	149	176.80	82.82	93.98	99	69.05	34,125.57
8/8/69	148	166.05	69.75	96.30	50	41.97	34,179.90

8/9/69	<u>107</u>	<u>114.70</u>	<u>47.04</u>	<u>67.66</u>	<u>22</u>	<u>16.45</u>	<u>34,231.11</u>
Week End Total	<u>1,030</u>	<u>1,209.85</u>	<u>521.43</u>	<u>688.42</u>	<u>387</u>	<u>288.17</u>	<u>34,231.11</u>
Total to Date	91,071	104,393.90	43,711.79	60,682.11	38,826	26,451.00	34,231.11
8/10/69	95	93.05	44.29	48.76	6	7.95	34,271.92
8/11/69	164	201.60	83.85	117.75	59	53.05	34,336.62
8/12/69	147	159.85	73.29	86.56	36	34.10	34,389.08
8/13/69	171	200.25	88.77	111.48	31	23.20	34,477.36
8/14/69	140	176.15	78.01	98.14	17	9.66	34,565.84
8/15/69	144	170.45	73.10	97.35	19	15.85	34,647.34
8/16/69	<u>94</u>	<u>111.70</u>	<u>41.46</u>	<u>70.24</u>	<u>1</u>	<u>.70</u>	<u>34,716.88</u>
	<u>          </u>	<u>1,113.05</u>	<u>482.77</u>	<u>630.28</u>	<u>169</u>	<u>144.51</u>	<u>34,716.88</u>
Total to Date	92,026	105,506.95	44,194.56	61,312.39	38,995	26,595.51	34,716.88

\*Carried forward to complete week

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
8/17/69	80	\$ 93.35	\$ 35.80	\$ 57.55	251	\$ 180.87	\$34,593.56
8/18/69	188	233.30	100.90	132.40	52	53.10	34,672.86
8/19/69	149	172.95	82.53	90.42	214	188.65	34,574.63
8/20/69	138	184.20	73.72	110.48	28	20.90	34,664.21
8/21/69	157	195.55	84.92	110.63	105	63.55	34,711.29
8/22/69	146	188.95	76.90	112.05	32	25.44	34,797.90
8/23/69	<u>74</u>	<u>85.35</u>	<u>37.32</u>	<u>48.03</u>	<u>74</u>	<u>57.85</u>	<u>34,788.08</u>
Week End Total	<u>932</u>	<u>1,153.65</u>	<u>492.09</u>	<u>661.56</u>	<u>756</u>	<u>590.36</u>	<u>34,788.08</u>
Total to Date	92,958	106,660.60	44,686.65	61,973.95	39,751	27,185.87	34,788.08
8/24/69	68	71.80	32.31	39.49	8	4.55	34,823.02
8/25/69	184	219.60	97.37	122.23	26	24.25	34,921.00
8/26/69	173	197.20	90.87	106.33	148	133.89	34,893.44
8/27/69	118	136.15	63.91	72.24	17	10.18	34,955.50
8/28/69	146	174.50	79.13	95.37	117	79.25	34,971.62
8/29/69	158	171.55	78.60	92.95	22	17.70	35,046.87
8/30/69	<u>116</u>	<u>122.95</u>	<u>60.07</u>	<u>62.88</u>	<u>7</u>	<u>3.30</u>	<u>35,106.45</u>
Week End Total	<u>963</u>	<u>1,093.75</u>	<u>502.26</u>	<u>591.49</u>	<u>345</u>	<u>273.12</u>	<u>35,106.45</u>
Total to Date	93,921	107,754.35	45,188.91	62,565.44	40,096	27,458.99	35,106.45
8/31/69	<u>55</u>	<u>59.00</u>	<u>28.35</u>	<u>30.65</u>	<u>21</u>	<u>15.95</u>	<u>35,121.15</u>
Month End Total	<u>4,258</u>	<u>5,033.80</u>	<u>2,198.83</u>	<u>2,834.97</u>	<u>1,697</u>	<u>1,324.05</u>	<u>35,121.15</u>
Total to Date	93,976	107,813.35	45,217.26	62,596.09	40,117	27,474.94	35,121.15

8/31/69*	55	59.00	28.35	30.65	21	15.95	35,121.15
9/1/69	106	113.95	53.40	60.55	24	19.38	35,162.32
9/2/69	198	231.00	94.16	136.84	35	19.00	35,280.16
9/3/69	168	197.80	92.08	105.72	119	75.58	35,310.30
9/4/69	155	180.40	73.25	107.15	3	1.70	35,415.75
9/5/69	158	178.05	81.32	96.73	117	81.14	35,431.34
9/6/69	<u>119</u>	<u>125.85</u>	<u>58.05</u>	<u>67.80</u>	<u>63</u>	<u>46.35</u>	<u>35,452.79</u>
Week End Total	<u>959</u>	<u>1,086.05</u>	<u>480.61</u>	<u>605.44</u>	<u>382</u>	<u>259.10</u>	<u>35,452.79</u>
Total to Date	94,880	108,840.40	45,669.52	63,170.88	40,478	27,718.09	35,452.79

\*Carried forward to complete week

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
9/7/69	77	91.00	\$ 40.95	\$ 50.05	12	\$ 11.15	\$35,491.69
9/8/69	155	186.00	77.32	108.68	31	16.52	35,583.85
9/9/69	191	225.40	92.89	132.51	34	23.21	35,693.15
9/10/69	138	172.65	65.00	107.65	41	28.39	35,772.41
9/11/69	162	190.15	83.48	106.67	244	163.47	35,715.61
9/12/69	145	178.70	75.91	102.79	27	25.60	35,792.80
9/13/69	<u>92</u>	<u>105.25</u>	<u>48.10</u>	<u>57.15</u>	<u>21</u>	<u>10.90</u>	<u>35,839.05</u>
Week End Total	<u>960</u>	<u>1,149.15</u>	<u>483.65</u>	<u>665.50</u>	<u>410</u>	<u>279.24</u>	<u>35,839.05</u>
Total to Date	95,840	109,989.55	46,153.17	63,836.38	40,888	27,997.33	35,839.05
9/14/69	84	86.45	41.82	44.63	107	71.55	35,812.13
9/15/69	145	175.80	74.45	101.35	20	10.40	35,903.08
9/16/69	174	198.30	84.32	113.98	49	38.30	35,978.76
9/17/69	136	153.00	66.30	86.70	127	92.28	35,973.18
9/18/69	141	158.55	67.33	91.22	55	47.35	36,017.05
9/19/69	128	149.25	63.15	86.10	50	34.81	36,068.34
9/20/69	<u>90</u>	<u>98.35</u>	<u>42.90</u>	<u>55.45</u>	<u>41</u>	<u>29.58</u>	<u>36,094.21</u>
Week End Total	<u>898</u>	<u>1,019.70</u>	<u>440.27</u>	<u>579.43</u>	<u>449</u>	<u>324.27</u>	<u>36,094.21</u>
Total to Date	96,738	111,009.25	46,593.44	64,415.81	41,337	28,321.60	36,094.21
9/21/69	74	74.10	34.60	39.50	10	6.05	36,127.66
9/22/69	161	208.15	80.05	128.10	53	31.91	36,223.85
9/23/69	148	176.00	78.35	97.65	68	44.29	36,277.21
9/24/69	130	167.00	68.40	98.60	28	14.95	36,360.86
9/25/69	118	142.50	59.75	82.75	38	25.93	36,417.68
9/26/69	124	154.70	69.98	84.72	156	103.28	36,399.12



9/27/69	<u>98</u>	<u>101.85</u>	<u>46.97</u>	<u>54.88</u>	<u>67</u>	<u>52.73</u>	<u>36,401.27</u>
Week End Total	<u>853</u>	<u>1,024.30</u>	<u>438.10</u>	<u>586.20</u>	<u>420</u>	<u>279.14</u>	<u>36,401.27</u>
Total to Date	97,591	112,033.55	47,031.54	65,002.01	41,757	28,600.74	36,401.27
9/28/69	61	61.95	33.01	28.94	70	40.10	36,390.11
9/29/69	160	198.65	81.02	117.63	31	18.80	36,488.94
9/30/69	<u>136</u>	<u>167.85</u>	<u>66.35</u>	<u>101.50</u>	<u>112</u>	<u>67.70</u>	<u>36,522.74</u>
Month End Total	<u>3,972</u>	<u>4,648.65</u>	<u>1,994.66</u>	<u>2,653.99</u>	<u>1,853</u>	<u>1,252.40</u>	<u>36,522.74</u>
Total to Date	97,948	112,462.00	47,211.92	65,250.08	41,970	28,727.34	36,522.74

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
9/28/69*	61	\$ 61.95	\$ 33.01	\$ 28.94	\$ 70	\$ 40.10	36,390.11
9/29/69*	160	198.65	81.02	117.63	31	18.80	36,488.94
9/30/69*	136	167.85	66.35	101.50	112	67.70	36,522.74
10/1/69	141	168.60	69.80	98.80	44	34.60	36,586.94
10/2/69	156	190.35	76.99	113.36	31	18.63	36,681.67
10/3/69	133	141.90	63.17	78.73	6	8.20	36,752.20
10/4/69	<u>109</u>	<u>124.50</u>	<u>56.15</u>	<u>68.35</u>	<u>45</u>	<u>35.75</u>	<u>36,784.80</u>
Week End Total	<u>896</u>	<u>1,053.80</u>	<u>446.49</u>	<u>607.31</u>	<u>339</u>	<u>233.78</u>	<u>36,784.80</u>
Total to Date	98,487	113,087.35	47,478.03	65,609.32	42,096	28,824.52	36,784.80
10/5/69	69	79.10	33.20	45.90	22	21.60	36,809.10
10/6/69	161	177.45	80.75	96.70	7	4.60	36,901.20
10/7/69	138	159.10	69.30	89.80	145	95.06	36,895.94
10/8/69	130	149.35	63.82	85.53	42	27.75	36,953.72
10/9/69	147	163.65	74.22	89.43	162	123.31	36,919.84
10/10/69	155	168.65	68.35	100.30	28	16.54	37,003.60
10/11/69	<u>95</u>	<u>107.00</u>	<u>43.18</u>	<u>63.82</u>	<u>13</u>	<u>8.65</u>	<u>37,058.77</u>
Week End Total	<u>895</u>	<u>1,004.30</u>	<u>432.82</u>	<u>571.48</u>	<u>419</u>	<u>297.51</u>	<u>37,058.77</u>
Total to Date	99,382	114,091.65	47,910.85	66,180.80	42,515	29,122.03	37,058.77
10/12/69	68	72.10	35.14	36.96	113	84.30	37,011.43
10/13/69	134	152.30	65.00	87.30	13	7.85	37,090.88
10/14/69	127	143.90	62.64	81.26	112	72.26	37,099.88
10/15/69	154	172.60	78.10	94.50	40	21.68	37,172.70
10/16/69	140	156.65	67.25	89.40	73	44.05	37,218.05
10/17/69	149	172.45	70.18	102.27	12	7.80	37,312.52

10/18/69	<u>89</u>	<u>91.85</u>	<u>39.80</u>	<u>52.05</u>	<u>6</u>	<u>4.15</u>	<u>37,360.42</u>
Week End Total	<u>861</u>	<u>961.85</u>	<u>418.11</u>	<u>543.74</u>	<u>369</u>	<u>242.09</u>	<u>37,360.42</u>
Total to Date	100,243	115,053.50	48,328.96	66,724.54	42,884	29,364.12	37,360.42
10/19/69	77	75.10	36.03	39.07	7	4.45	37,395.04
10/20/69	126	140.40	59.61	80.79	34	29.93	37,445.90
10/21/69	102	119.70	54.45	65.25	128	90.15	37,421.00
10/22/69	123	135.65	59.69	75.96	39	28.18	37,468.78
10/23/69	146	175.15	72.83	102.32	43	35.75	37,535.35
10/24/69	122	149.15	67.85	81.30	22	15.95	37,600.70
10/25/69	<u>84</u>	<u>90.60</u>	<u>42.08</u>	<u>48.52</u>	<u>9</u>	<u>6.00</u>	<u>37,643.22</u>
Week End Total	<u>780</u>	<u>885.75</u>	<u>392.54</u>	<u>493.21</u>	<u>282</u>	<u>210.41</u>	<u>37,643.22</u>
Total to Date	101,023	115,939.25	48,721.50	67,217.75	43,166	29,574.53	37,643.22

\*Carried forward to complete week

<u>Date</u>	<u>Number of DCT Coupons Received</u>	<u>Value of All Coupons Received</u>	<u>Amount of Fares</u>	<u>Customer Redemption Remaining</u>	<u>Number of Coupons Redeemed</u>	<u>Amount of Redemption</u>	<u>Current Redemption Liability</u>
10/26/69	112	\$ 84.55	\$ 37.94	\$ 46.61	45	\$ 27.84	\$37,661.99
10/27/69	274	219.75	93.76	125.99	23	17.31	37,770.67
10/28/69	186	173.25	75.83	97.42	39	31.75	37,836.34
10/29/69	216	200.00	90.85	109.15	13	7.31	37,938.18
10/30/69	168	151.00	68.73	82.27	282	186.40	37,834.05
10/31/69	<u>179</u>	<u>180.30</u>	<u>87.92</u>	<u>92.38</u>	<u>101</u>	<u>62.31</u>	<u>37,864.12</u>
Month End Total	<u>4,210</u>	<u>4,486.10</u>	<u>1,964.61</u>	<u>2,521.49</u>	<u>1,699</u>	<u>1,180.11</u>	<u>37,864.12</u>
Total to Date	102,158	116,948.10	49,176.53	67,771.57	43,669	29,907.45	37,864.12
10/26/69*	112	84.55	37.94	46.61	45	27.84	37,661.99
10/27/69*	274	219.75	93.76	125.99	23	17.31	37,770.67
10/28/69*	186	173.25	75.83	97.42	39	31.75	37,836.34
10/29/69*	216	200.00	90.85	109.15	13	7.31	37,938.18
10/30/69*	168	151.00	68.73	82.27	282	186.40	37,834.05
10/31/69*	179	180.30	87.92	92.38	101	62.31	37,864.12
11/ 1/69	<u>127</u>	<u>145.60</u>	<u>60.02</u>	<u>85.58</u>	<u>8</u>	<u>9.16</u>	<u>37,940.54</u>
Week End Total	<u>1,262</u>	<u>1,154.45</u>	<u>515.05</u>	<u>639.40</u>	<u>511</u>	<u>342.08</u>	<u>37,940.54</u>
Total to Date	102,285	117,093.70	49,236.55	67,857.15	43,677	29,916.61	37,940.54
11/ 2/69	95	72.45	36.47	35.98	24	14.60	37,961.92
11/ 3/69	156	159.05	70.41	88.64	14	8.34	38,042.22
11/ 4/69	144	146.05	66.32	79.73	11	10.00	38,111.95
11/ 5/69	139	133.00	62.39	70.61	24	11.50	38,171.06
11/ 6/69	112	122.30	53.64	68.66	25	15.28	38,224.44
11/ 7/69	148	187.85	75.91	111.94	262	159.39	38,176.99

11/ 8/69	<u>93</u>	<u>95.05</u>	<u>43.60</u>	<u>51.45</u>	<u>48</u>	<u>42.91</u>	<u>38,185.53</u>
Week End Total	<u>887</u>	<u>915.75</u>	<u>408.74</u>	<u>507.01</u>	<u>408</u>	<u>262.02</u>	<u>38,185.53</u>
Total to Date	103,172	118,009.45	49,645.29	68,364.16	44,085	30,178.63	38,185.53
11/ 9/69	101	101.15	47.69	53.46	8	4.94	38,234.05
11/10/69	140	146.05	66.77	79.28	75	41.62	38,271.71
11/11/69	74	77.55	31.59	45.96	5	2.92	38,314.75
11/12/69	123	134.95	55.86	79.09	52	32.33	38,361.51
11/13/69	153	155.58	72.33	83.25	4	6.88	38,437.88
11/14/69	215	232.60	115.25	117.35	1	.70	35,554.53
11/15/69	<u>168</u>	<u>174.75</u>	<u>94.81</u>	<u>79.94</u>	<u>13</u>	<u>12.11</u>	<u>38,622.36</u>
Week End Total	<u>974</u>	<u>1,022.63</u>	<u>484.30</u>	<u>538.33</u>	<u>158</u>	<u>101.50</u>	<u>38,622.36</u>
Total to Date	104,146	119,032.08	50,129.59	68,902.49	44,243	30,280.13	38,622.36

\*Carried forward to complete week



APPENDIX B

LIST OF TOKEN OUTLETS

As of

August 1, 1968

## NORTHWEST

A and N Trading Co.  
714 12th Street, N.W.  
American Savings and Loan Assoc.  
605 15 th Street, N.W.  
17th and L Streets, N.W.  
4900 Mass. Ave., N.W.  
American Security and Trust Co.  
911 F Street, N.W.  
18th and Constitution Avenue, N.W.  
2300 Calvert Street, N.W.  
Wisconsin Avenue and Harrison St., N.W.  
4301 49th Street, N.W.  
1111 Pennsylvania Avenue, N.W.  
3401 Connecticut Avenue, N.W.  
3500 Georgia Avenue, N.W.  
2201 C Street, N.W.  
1832 M Street, N.W.  
5911 Blair Road, N.W.  
1339 Wisconsin Avenue, N.W.  
1425 F Street, N.W.  
1612 K Street, N.W.  
9th Street and Mount Vernon Pl., N.W.  
15th and M Streets, N.W.  
18th and Eye Streets, N.W.  
Connecticut Ave., and Van Ness Street, N.W.  
120 C Street, N.W.  
1425 F Street, N.W.  
Boyce and Lewis  
439 7th Street, N.W.  
Brewood, Inc.  
1217 G Street, N.W.  
Broad Branch Market  
Broad Branch Road, N.W.  
Earnest Burk  
614 13th Street, N W.  
Calvert Delicatessen  
2418 Wisconsin Avenue  
Cameo Furniture Co., Inc.  
722 7th Street, N.W.  
Campbell Music Co.  
1300 G Street, N.W.  
Castelbergs  
1004 F Street, N.W.

Casual Corner  
1017 Connecticut Ave., N.W.  
1327 F Street, N.W.  
739 15th Street, N.W.  
Central Charge Service  
1215 E Street, N.W.  
Columbia Federal Savings and Loan  
730 11th Street, N.W.  
1700 Pennsylvania Avenue  
5301 Wisconsin Avenue, N.W.  
Joseph DeYoung  
1230 F Street, N.W.  
D and W Market  
1001 26th Street, N.W.  
Farm Market  
6205 Georgia Avenue, N.W.  
Feldman's Market  
3428 O Street, N.W.  
Food Mart  
3075 M Street, N.W.  
Furniture Bargains  
810 7th Street, N.W.  
Julius Garfinkel and Co.  
14th and F Streets, N.W.  
G. C. Murphy  
1214 G Street, N.W.  
3314 Wisconsin Avenue, N.W.  
G and G Company  
915 E Street, N.W.  
G and G Market  
2444 Wisconsin Avenue, N.W.  
G. W. Super Market  
2430 Pennsylvania Avenue, N.W.  
Giant Food  
1751 Columbia Road, N.W.  
3336 Wisconsin Avenue. N.W.  
4303 Connecticut Avenue, N.W.  
3460 14th Street, N.W.  
4851 Massachusetts Avenue, N.W.  
Georges Radio and Television Co.  
816 F Street, N.W.  
William Hahn Co.  
14th and G Street, N.W.  
Connecticut Avenue and Albemarle St,N.W.



Joseph H. Harris Co.  
 1336 F Street, N.W.  
 Hechinger Co.  
 5925 Georgia Avenue, N.W.  
 4555 Wisconsin Avenue, N.W.  
 Hecht Co.  
 7th and F Street, N.W.  
 Home Federal Savings and Loan  
 1500 K Street, N.W.  
 House and Herman  
 7th and Eye Street, N.W.  
 Hub Furniture  
 7th and D Street, N.W.  
 Idas Department Store  
 5601 Georgia Avenue, N.W.  
 Jefferson Federal Savings and Loan Assoc.  
 1632 K Street, N.W.  
 6424 Georgia Avenue, N.W.  
 Frank R. Jelleff  
 1216 F Street, N.W.  
 Kaiser's Delicatessen  
 1048 Wisconsin Avenue, N.W.  
 S. Kahn Sons Co.  
 8th Street and Market Place, N.W.  
 D. J. Kaufman  
 1005 Pennsylvania Avenue, N.W.  
 Kitt Music Co.  
 1330 G Street, N.W.  
 Lansburgh's  
 8th and F Street, N.W.  
 La Salle Liquor  
 1719 K Street, N.W.  
 McLachlen National Bank  
 2425 Virginia Avenue, N.W.  
 10th and G Streets, N.W.  
 Magruder, Inc.  
 5626 Connecticut Avenue, N.W.  
 Melart Jewelers  
 1119 G Street, N.W.  
 Mortons  
 312 7th Street, N.W.  
 Mt. Pleasant Market  
 3153 Mt. Pleasant Street, N.W.  
 National Furniture  
 7th and H Street, N.W.  
 Oak Hill Market  
 3008 Que Street, N.W.

Peerless Furniture Co.  
 4433 Connecticut Avenue, N.W.  
 819 7th Street, N.W.  
 Raleigh Haberdasher  
 1310 F Street, N.W.  
 B. Rich's Sons  
 1312 F Street, N.W.  
 Ridgeway Market  
 1416 14th Street, N.W.  
 Riggs National Bank  
 1503 Pennsylvania Avenue, N.W.  
 Connecticut Avenue and Morrison St., N.W.  
 1913 Massachusetts Avenue, N.W.  
 Wisconsin Avenue and M Street, N.W.  
 Wisconsin Avenue and Warren St, N.W.  
 17th and H Street, N.W.  
 1779 Columbia Road, N.W.  
 14th and Park Road, N.W.  
 1750 Pennsylvania Avenue, N.W.  
 7th and Eye Streets, N.W.  
 318 7th Street, N.W.  
 Connecticut Avenue and Eye Street, N.W.  
 9th and F Street, N.W.  
 Facility Walter Reed Army Medical Center  
 2600 Virginia Avenue, N.W.  
 Ritz Camera Center  
 607 14th Street, N.W.  
 Chas. Schwartz and Son  
 1313 F Street, N.W.  
 Sears Roebuck and Co.  
 4500 Wisconsin Avenue, N.W.  
 Sir Liquors  
 4457 Connecticut Avenue, N.W.  
 Stewarts Men's Clothiers, Inc  
 916 F Street, N.W.  
 Sunny's Surplus  
 9th and E Streets, N.W.  
 3342 M Street, N.W.  
 Tower Market Store  
 4201 Cathedral Avenue, N.W.  
 Woodner Gifts  
 3636 16th Street, N.W.

#### NORTHEAST

American Security and Trust Co.  
 8th and H Streets, N.E.  
 3838 Minnesota Avenue, N.E.  
 East Capitol and 9th Streets, N.E.  
 1st and O Streets, N.E.

Benning Heights Market  
 547 42nd Street, N.E.  
 Bob's Delicatessen  
 613 H Street, N.E.  
 Giant Food  
 1438 Rhode Island Avenue, N.E.  
 3924 Minnesota Avenue, N.E.  
 300 Riggs Road, N.E.  
 Georges Radio and Television Co.  
 2145 Queens Chapel Road, N.E.  
 Gordon's #1  
 1128 H Street, N.E.  
 Hechinger Co.  
 845 Blandensburg Road, N.E.  
 MPM Market  
 3600 12th Street, N.E.  
 Riggs National Bank  
 1348 4th Street, N.E.  
 Sears Roebuck and Co.  
 911 Bladensburg Road, N.E.

#### SOUTHWEST

American Security and Trust Co.  
 1000 4th Street, S.W.  
 960 L'Enfant Plaza South, S.W.  
 Capital Park Market  
 800 4th Street, S.W.  
 District Grocery Stores  
 4th and C Streets, S.W.  
 Fort Drum Market  
 4886 Nichols Avenue, S.W.  
 Gold Star Market  
 1399 Half Street, S.W.  
 Jefferson Federal Savings and Loan Assoc.  
 1006 4th Street, S.W.  
 McLachlen National Bank  
 2nd and Que Streets, S.W.  
 12th and D Streets, S.W.  
 N Street Market  
 7 N Street, S.W.  
 Riggs National Bank  
 935 L'Enfant Plaza Center, S.W.

#### SOUTHEAST

American Savings and Loan Assoc.  
 3rd Street and Pennsylvania Avenue, S.E.

American Security and Trust Co.  
 8th and D Street, S.E.  
 Curtis Brothers Furniture Store  
 2041 Nichols Avenue, S.E.  
 Food Plaza  
 441 Chaplin Street, S.E.  
 Giant Food  
 2800 Alabama Avenue, S.E.  
 Riggs National Bank  
 4100 S. Capitol Street, S.E.  
 Sears Roebuck and Co.  
 2845 Alabama Avenue, S.E.

#### DISTRICT OF COLUMBIA GOV'T LOCATIONS

West End Branch Library  
 24th and L Street, N.W.  
 Public Library Building  
 499 Pennsylvania Avenue, N.W.  
 Southwest Branch Library  
 3rd and K Street, S.W.  
 Public Library, Northeast Branch  
 7th Street and Maryland Avenue, N.E.  
 Public Library, Southeast Branch  
 7th and D Streets, S.E.  
 Georgetown Public Library  
 Wisconsin Avenue and R Streets, N.W.  
 Chevy Chase Branch Library  
 Connecticut Ave., and McKinley Street, N.W.  
 Cleveland Park Branch Library  
 Connecticut Avenue and Macomb Street, N.W.  
 Mount Pleasant Public Library  
 16th and Lamont Street, N.W.  
 Petworth Public Library  
 Kansas Avenue and Upshur Street, N.W.  
 Takoma Branch Library  
 5th and Cedar Streets, N.W.  
 Woodridge Public Library  
 2206 Rhode Island Avenue, N.E.  
 Capital View Branch Library  
 Central Avenue and 50th Street, S.E.  
 Anacostia Public Library  
 18th and Good Hope Road, S.E.  
 East Administration Building  
 3rd and Indiana Avenue, N.W.  
 Corcoran School, Dept. of Highways & Traffic  
 28th and M Streets, N.W.

Garage & Storage Yard, Sanitary Eng.  
 2nd and Bryant Streets, N.W.  
 District of Columbia Pound  
 New York and Fairview Avenues, N.E.  
 Department of Vocational Rehabilitation  
 1331 H Street, N.W.  
 Department of Vocational Rehabilitation  
 405 Riggs Road, N.E.  
 Administration Offices Welfare Complex  
 Foot of Nicholas Avenue, S.E.  
 D.C. Village  
 Foot of Nicholas Avenue, S.E.  
 Junior Village  
 Foot of Nicholas Avenue, S.E.  
 Administration Office Children Center  
 Laurel, Maryland  
 Cedar Knoll School  
 Laurel, Maryland  
 District Training School  
 Laurel, Maryland  
 Central Administration Office  
 Laurel, Maryland  
 Work Training and Opportunity Center  
 921 Pennsylvania, S.E.  
 Northeast Welfare Department Service  
 4313 Deane Avenue, N.E.  
 Washington Highland Branch Library  
 Atlantic Street and S. Capitol Terrace, S.W.  
 Tenley Public Library  
 Wisconsin Avenue and Albermarle St., N.W.  
 Benning Branch Library  
 Benning Road and Minnesota Avenue, N.E.  
 Fort Davis Branch Library  
 8th and K Street, N.W.  
 Bettet Health Clinic  
 14th and Q Streets, N.W.  
 Southwest Health Center  
 1st and Eye Streets, S.W.  
 Gales School Health Clinic  
 65 Massachusetts Avenue, N.W.  
 Georgetown Health Center  
 Wisconsin Avenue and R Street, N.W.  
 Northwest Central Health Clinic  
 1325 Upshur Street, N.W.  
 Parkside Child Health Center  
 701 Kenilworth Terrace, N.E.  
 Motor Vehicle Inspection Station No. 1  
 1827 West Virginia Avenue, N.E.

Motor Vehicle Inspection Station No. 2  
 Half and L Street, S.W.  
 District Building  
 14th and E Street, N.W.  
 Recorder of Deeds Building  
 6th and D Streets, N.W.  
 Southeast Welfare Department Service Center  
 1418 Good Hope Road, S.E.  
 Welfare Department Headquarters Building  
 122 C Street, N.W.  
 Administration Office Welfare Department  
 Family and Child Services  
 500 First Street, N.W.  
 D.C. General Hospital  
 19th Street & Massachusetts Avenue, S.E.

#### U.S. GOVERNMENT LOCATIONS

Census Federal Credit Union  
 Room 1426 - Federal Office Bldg. 3  
 Suitland, Maryland  
 Coast Geodetic Survey  
 Department of Commerce  
 15th Street Ramp, Room B-221  
 Department of Commerce  
 14th & Constitution Avenue, N.W.  
 Credit Union - Federal Power Commission  
 4th and G Street, N.W.  
 Environmental Science Services Administration  
 Room 1305 A Silver Hill Road  
 Suitland, Maryland  
 Environmental Science Services Administration  
 6101 Executive Boulevard - Room 151  
 Rockville, Maryland  
 Environmental Science Services Administration  
 Executive Boulevard - Room 613  
 Building 5, Rockville, Maryland  
 Environmental Science Services Administration  
 Old National Bureau of Standards Building  
 Connecticut and Vanneers Streets, N.W.  
 Building #11, Room 3018  
 Federal Credit Union  
 Department of Agriculture  
 Room 1405 South Agriculture Bldg., N.W.  
 General Services Administration  
 Credit Union - Central Office  
 Room 1306, GS Bldg.  
 Credit Union - Room 6067, ROB

Airport - 1039 Tempo 7 (Force Superv.)  
Columbia Pike - G-070, FB2  
McLean - 1E12, CIA Hqtrs. Bldg.  
Pentagon - 1-A-331, Pentagon  
Rosslyn - 100 Architects Bldg.  
Archives - Justice - B643, Justice Bldg.  
Commerce - Icc -1036 Commerce Bldg.  
GAO - 1057 GAO Bldg.  
Revenue-Post Office - G-356,  
Post Office Bldg.  
Veterans - 118 Veterans Bldg.  
Agriculture - 0020, Agriculture So. Bldg.  
Anacostia Rive - Bldg. 205  
Navy Yard Annex  
HEW - 1264 HEW North Bluiding  
Mall - L-10, ROB (Shift Superv.)  
Forrestal 114, FB 10A, (Force Superv.)  
Suitland - 1039, FB 3  
Germantown - C-075, AEC Bldg.  
Interior - 1-H-39, FB 9  
Navy - 1722 Main Navy Bldg.  
Rock Creek - B-101, 1711 New York Ave.  
State - D-831, State Bldg.  
White House Area - G201, FB 7  
Securities & Excahnge Commission  
500 North Capitol Street  
U. S. Government Printing Office  
N. Capitol and H Streets, N.W., 8th Floor  
U. S. Government Printing Office  
U. S. Navy Yard  
Weather Bureau  
8060 13th Street  
Silver Spring, Maryland

WASHINGTON METRO. AREA TRANSIT COMM.  
1815 North Fort Myer Drive  
Arlington, Virginia

#### D.C. TRANSIT LOCATIONS

Sightseeing Headquarters  
1422 New York Avenue, N.W.  
Washington, D.C.  
Blandensburg Division  
2251 26th Street, N.E.  
Washington, D.C.

Northern Division  
14th and Buchanan Streets, N.W.  
Washington, D.C.  
Southeastern Division  
1/2 and M Streets, S.E.  
Washington, D.C.  
Western Division  
5230 Wisconsin Avenue, N.W.  
Washington, D.C.  
W. V. & M.  
707 N. Randolph Street  
Arlington, Virginia

#### MARYLAND

Eldorado Towers  
11200 Lockwood Drive Silver Spring  
Flower Delicatessen  
8707 Flower Avenue Silver Spring  
George's Radio and Television Co.  
12125 Rockville Pike Rockville  
Giant Food  
7919 Tuckerman Lane Rockville  
5824 Riverdale Road Riverdale  
6111 Livingston Road Oxon Hill  
4201 Branch Avenue Marlow Heights  
7546 Annapolis Road Lanham  
7901 New Hampshire Avenue Langley Park  
6824 Laurel-Bowie Road Bowie  
4900 Annapolis Road Blandensburg  
5400 Westbard Avenue Bethesda  
7115 Arlington Road Bethesda  
8904 - 62nd Avenue Berwyn Heights  
4015 Calverton Blvd. Beltsville  
4508 Wheeler Road Barnaby Oaks  
8750 Arliss Street Silver Spring  
2800 University Blvd. Kensington  
3104 Queens Chapel Road Hyattsville  
4804 Indian Head Highway Glassmanor  
7251 Marlboro Pike District Heights  
4801 Marlboro Pike Coral Hills  
8901 Branch Avenue Clinton  
1009 Fairlawn Street Laurel  
#9 Wisconsin Circle Chevy Chase  
6524 Landover Road Cheverly  
East Montgomery Avenue Rockville  
12051 Rockville Pike Rockville  
4000 Aspen Hill Road Rockville

275 N. Washington Street Rockville  
11221 New Hampshire Avenue Silver Spring  
1280 East West Highway Silver Spring  
Greenbelt Consumer Services  
4881 Indian Head Road Eastover  
3715 University Blvd. Kensington  
6200 Annapolis Road Landover  
215 N. Washington Street Rockville  
6873 N. Hampshire Avenue Turnpike  
8547 Piney Branch Road Silver Spring  
13701 Georgia Avenue Silver Spring  
11111 Georgia Avenue Wheaton  
Hecht Co.  
Montgomery Mall Rockville  
Fenton at Ellsworth Drive Silver Spring  
Prince Georges Plaza Hyattsville  
Marlow Heights Shopping Center  
Hechinger Co.  
3333 Branch Avenue Camp Springs  
625 N. Washington Street Rockville  
Prince George Plaza Shopping Center  
Wheaton Plaza  
Hub Furniture Co.  
7919 New Hampshire Avenue Langley Park  
Lansburgh's  
New Hampshire Avenue and University Blvd.  
Langley Park  
Montgomery Ward & Co.  
Iverson Mall  
Capital Plaza Shopping Center  
Wheaton Plaza Shopping Center  
Pantry Market  
3020 Hamilton St. Hyattsville  
Saratogo Federal  
2303 Varmum Street Mt. Ranier  
Sears Roebuck & Co.  
8455 Colesville Road Silver Spring  
11255 New Hampshire Avenue Silver Spring  
Twinbrook Shopping Center Rockville  
Summit Hill Pharmacy  
8522 16th Street Silver Spring  
Western Market Inc.  
4840 Western Avenue Chevy Chase



